



# Transportation Advisory Committee Meeting

Wednesday, December 18, 2024 | 3:00 PM

**Hybrid In-Person/Online Meeting**

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

Join Zoom Meeting

<https://us02web.zoom.us/j/85786430829?pwd=yZqYUub1USFNEurP1jUHrExY5cvHBy3.1>

**Meeting ID:** 857 8643 0829 **Passcode:** 611899

By Phone at: 1-253-215-8782

**Meeting ID:** 857 8643 0829 **Passcode:** 611899

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

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Public comments are welcome and can be shared during the meeting or submitted in advance via email to [contact.srtc@srtc.org](mailto: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](mailto:contact.srtc@srtc.org) at least 48 hours in advance.

# Transportation Advisory Committee (TAC) Meeting Agenda

Wednesday, December 18, 2024

<i>Time</i>	<i>Item</i>	<i>Page</i>
3:00	1 <b>Call to Order / Record of Attendance</b>	
3:02	2 <b>Public Comments</b>	
3:03	3 <b>TAC Member Comments</b>	
3:08	4 <b>Chair Report on SRTC Board of Directors Meeting</b>	
<b><u>ACTION ITEMS</u></b>		
3:12	5 <b>Consent Agenda</b>	
	a) November minutes for TAC meeting	3
	b) TIP Amendment	7
3:17	6 <b>TAC Chair &amp; Vice Chair Elections</b> ( <i>David Fletcher</i> )	10
<b><u>INFORMATION AND DISCUSSION ITEMS</u></b>		
3:22	7 <b>2025 Call for Projects Criteria &amp; Principles of Investment</b> ( <i>Ryan Stewart</i> )	11
3:37	8 <b>Regional Activity Center Update</b> ( <i>David Fletcher</i> )	15
3:47	9 <b>Congestion Management Process (CMP) Strategies</b> ( <i>David Fletcher</i> )	16
4:02	10 <b>Transportation Performance Management (PM1) Targets</b> ( <i>Mike Ulrich</i> )	38
4:12	11 <b>Agency Update and Future Information Items</b> ( <i>David Fletcher</i> )	
4:15	12 <b>Adjournment</b>	

**Spokane Regional Transportation Council – Transportation Advisory Committee**

11/20/2024 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 500, Spokane WA 99201 and virtually on Zoom

AMENDED

12.16.24

Consent Agenda 5a

**# 1 Call to Order/Record of Attendance 3:00 PM**

In Attendance:

**Members**

Michael Ankney  
Raychel Callery  
David Eash  
Charles Hansen  
Carlie Hoffman  
Mark Johnson  
Katie Melby  
Tom Sahlberg  
Kim Zentz

**Guests**

Ken Knutson, SRTMC  
Sean Messner, CivTech  
Wende Wilber, Kittleson & Assoc.

**SRTC Staff**

Lois Bollenback, *Executive Director*  
Ryan Stewart, *Principal Transportation Planner*  
David Fletcher, *Principal Transportation Planner*  
Jason Lien, *Principal Transportation Planner*  
Michael Redlinger, *Associate Transportation Planner 3*  
Benjamin Kloskey, *Associate Transportation Planner*  
Savannah Creasey, *Communications & PR Coord.*  
Angel Jackson, *Executive Admin Coord.*

**# 2 Public Comments**

No comments

**# 3 TAC Member Comments**

Each member was given the opportunity to highlight events/projects in their respective areas.

**# 4 Chair Report on SRTC Board of Directors Meeting**

Chair Vose reviewed action and discussions from the previous SRTC Board meeting.

**ACTION ITEMS**

**# 5 Consent Agenda**

- a) October minutes for TAC Meeting

*Mr. Sahlberg made a motion to approve the Consent Agenda as presented. Ms. Zentz seconded. The motion was passed unanimously.*

**# 6 Title VI Plan & ADA Updates**

The update was prompted by feedback from a TMA certification review and state requirements. Key changes include creating a separate ADA complaint procedure and forms, updating Title VI complaint procedures to align with FHWA requirements, and translating materials into Spanish, Russian, and Vietnamese. Updates also clarified Title VI protected classes, added an environmental justice section, revised language for accessibility, and refreshed demographic data. Pending TAC approval, the plan will be presented to the Board in December and submitted to WSDOT for final review.

*Mr. Sahlberg motioned to recommend board approval of the Title VI Plan & ADA Update including any advice from legal. Ms. Zentz seconded the motion. The motion passed unanimously.*

## **#7 Washington State Department Transportation (WSDOT) Consolidated Grant Ranking**

Mr. Redlinger provided an overview of WSDOT's Consolidated Grants Program, which integrates state and federal funding opportunities for Human Services public transportation into a single application process. Project evaluations were conducted by volunteers from the TAC and TTC, with SRTC staff coordinating the process and compiling final letter grades but not participating in the scoring. Spokane Travel Training was assigned an A grade, while Spokane Mobility Management received a B grade.

The committee was requested to review and recommend the project rankings for Board approval in December. Upon approval, SRTC will submit the final rankings to WSDOT ahead of the January deadline.

*Ms. Zentz motioned to recommend the Board to approve the Washington State Department Transportation (WSDOT) Consolidated Grant Ranking as presented. Mr. Hansen seconded the motion. The motion passed unanimously.*

## **# 8 Smart Mobility Plan - Draft**

Mr. Lien explained how the plan aims to integrate technology into the multimodal transportation network to enhance safety, efficiency, resilience, and equity. The planning process, conducted over several months, involved analyzing the current system, identifying best practices, assessing regional needs and technological readiness, and proposing strategies for future investment. Key focus areas include expanding broadband and fiber optic networks, enhancing ITS (Intelligent Transportation Systems), and identifying smart corridors such as US 2, I-90, and the North Spokane Corridor (NSC).

Recommended actions include maintaining infrastructure to support autonomous vehicles, incorporating technology considerations into land-use planning, and expanding EV charging infrastructure. Mid- to long-term strategies involve piloting initiatives like mobility hubs, curbside EV charging, and autonomous vehicle technologies. Ongoing processes will leverage technology to improve asset management, travel demand management, and data-driven decision-making.

Following Board approval, the plan's recommendations will feed into the Regional Needs Assessment, guiding future regional investments to maximize technological benefits.

*Mr. Sahlberg made an amended motion to recommend the Board approve the Smart Mobility Plan – Final Report excluding the micromobility language. Ms. Callery seconded the motion. The motion unanimously.*

## **# 9 Resiliency Plan – Final Report**

Mr. Lien presented the Resiliency Plan, requesting a recommendation for Board approval. The plan aims to improve the region's ability to adapt to and recover from disruptions. It analyzed risks like floods and landslides using the Spokane County Hazard Mitigation Plan and USDOT tools, identifying critical areas such as the Latah Valley bridges, I-90 viaduct, and other key structures.

Recommendations include maintaining key infrastructure, integrating resilient design standards, and prioritizing investments in vulnerable areas. Following Board approval, the plan's recommendations will feed into the Regional Needs Assessment.

*Ms. Zentz made a motion to recommend the Board approve the Resiliency Plan as presented. Mr. Eash seconded the motion. The motion passed unanimously.*

#### **#10 2025 Transportation Improvement Plan (TIP) Guidebook - Draft**

Mr. Stewart explained the purpose of the guidebook, highlighting its role in defining policy, procedures, and critical timelines, all of which are updated annually. He reviewed updates for 2025 and provided an overview of SRTC-managed grant funding sources: Surface Transportation Block Grant (STBG), STBG-Set Aside, Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP).

He outlined the timeline for the 2025 Call for Projects, which includes final approval by the board in July along with a contingency list. A proposed revision to combine the separate preservation call into the main call for projects was introduced. Mr. Stewart also noted a minor change is considered an administrative modification. He reviewed the meeting schedule to reflect there will not be TAC and TTC meetings in July but explained the ability to process time-sensitive amendments during that time.

Next steps include recommending Board approval of the 2025 guidebook and final approval in December.

*Ms. Zentz made a motion to recommend the Board approve the 2025 Transportation Improvement Plan (TIP) Guidebook as presented. Ms. Melby seconded the motion. The motion passed unanimously.*

#### **INFORMATION AND DISCUSSION ITEMS**

##### **# 11 Guest Presenter: Spokane Regional Transportation Mobility Center (SRTMC)**

Mr. Knutson delivered an overview of the Spokane Regional Transportation Management Center (SRTMC), detailing its history and organizational framework. He outlined the funding structure, supported by contributions from partner agencies, with expenditures focused on hardware upgrades, signage, and other essential systems.

The discussion highlighted existing regional Intelligent Transportation Systems (ITS) infrastructure, including extensive fiber optic networks, traffic cameras, and road weather information systems. He noted the current deployment of 10 ramp meters, with plans for additional installations in the Liberty Lake area.

Future initiatives under consideration include expanding ramp metering, enhancing regional incident response capabilities, introducing managed lanes, and implementing variable speed limits to optimize traffic flow.

##### **# 12 Transportation Advisory Committee Officer Elections**

Mr. Fletcher informed the committee of the upcoming officer elections that will be conducted in December for next year's term. He highlighted the Interlocal Agreement (ILA), which outlines the order of representation, and reviewed how committee members have historically cycled through leadership roles. However, the bylaws do not explicitly specify who the presumptive officers should be.

The committee will discuss this matter further next month, with nominations and elections taking place at that time. The new officers will be appointed by the SRTC Board and seated at their January 2025 meeting.

##### **# 13 Agency Update and Future Information Items**

Mr. Fletcher provided the following updates:

- Reminder: Next month's meeting is scheduled for December 18.
- SRTC has been awarded the SS4A grant, with a safety awareness campaign planned to launch in summer 2025.
- There are currently two vacancies on the committee. The Board recommended reviewing the remaining applications from last year's TAC process rather than opening a new application process.
- The Equity Working Group meeting is scheduled for this Friday at 4:15 PM.

#### **# 14 Adjournment**

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

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Angel Jackson, Recording Secretary

DRAFT

To: Transportation Advisory Committee

12/11/2024

From: Ryan Stewart, Principal Transportation Planner

**TOPIC: CY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JANUARY AMENDMENT**

**Requested Action:**

Recommend Board approval of the CY 2025-2028 TIP January amendment.

**Key Points:**

There are six projects included in the January amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY	PROJECTS
City of Cheney	• Purchase of Electric Vehicles and Charging Station for Maintenance Fleet
City of Millwood	• Argonne Road, Empire to Liberty Congestion Relief
City of Spokane	• Scott Elementary Sidewalk • High Visibility Crosswalks—Phase 1
Spokane County	• Cascade Way Reconstruction-Wall to Normandie
WSDOT-ER	• US 395/NSC Sprague Ave to Spokane River - Stage 2

**Board/Committee Discussions:**

This is the first discussion of the proposed January 2025 amendment.

**Public Involvement:**

The proposed January amendment was published for a public review and comment period from 12/09/24 through 12/18/24. On 12/09/24 notice of the amendment was published in the Spokesman Review, posted to the SRTC website ([www.srtc.org](http://www.srtc.org)) and social media platforms. Any public comments received will be shared with the Board prior to their taking action.

**Staff Contact:** Ryan Stewart, SRTC | [rstewart@srctc.org](mailto:rstewart@srctc.org) | 509.343.6370

**2025-2028 Transportation Improvement Program**

January Amendment (25-01)

Agency	Project Title	Funding Adjustment		Amendment		WA STIP ID
	Amendment Description			New Project	Existing Project	
City of Cheney	<b>Purchase of Electric Vehicles and Charging Station for Maintenance Fleet</b> Purchase of 7 electric vehicles to replace City of Cheney gas maintenance vehicles. Funding will also include a solar panel charging canopy. Adjust amount of STBG and CRP funding for eligible items.	Federal (CRP, STBG)	\$ 350,685	✓		WA-16112
		State				
		Local	\$ 54,731			
		Total	\$ 405,416			
City of Millwood	<b>Argonne Road, Empire to Liberty Congestion Relief</b> Remove project - obligated in 2024	Federal	No funding change		✓	WA-09830
		State				
		Local				
		Total	\$ -			
City of Spokane	<b>Scott Elementary Sidewalk</b> Remove project - obligated in 2024	Federal	No funding change		✓	WA-15420
		State				
		Local				
		Total	\$ -			
City of Spokane	<b>High Visibility Crosswalks—Phase 1</b> Install high visibility crosswalk markings. Replace and upgrade stop bars, as needed.	Federal (HSIP)	\$ 1,656,000	✓		WA-16323
		State				
		Local				
		Total	\$ 1,656,000			
Spokane County	<b>Cascade Way Reconstruction-Wall to Normandie</b> Remove project - advanced construction approved in 2024	Federal	No funding change		✓	3314
		State				
		Local				
		Total	\$ -			
WSDOT Eastern Region	<b>US 395/NSC Sprague Ave to Spokane River - Stage 2</b> Revised the Beginning Termini from 158.03 to 157.88, increasing the Total Project Length to 0.67 Miles.	Federal	No funding change		✓	600015P32
		State				
		Local				
		Total	\$ -			

CRP Carbon Reduction Program  
HSIP Highway Safety Improvement Program  
STBG Surface Transportation Block Grant program



**Supporting Information****TOPIC: 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JANUARY AMENDMENT**

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- 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 January 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 January amendment will be incorporated into the STIP on or around 02/21/2025.

To: Transportation Advisory Committee

12/11/2024

From: David Fletcher, Principal Transportation Planner

**TOPIC: ELECTION OF 2025 TAC OFFICERS**

**Requested Action:**

Recommendation to the Board for the TAC Chair and Vice-Chair positions to serve for Calendar Year 2025.

**Key Points:**

- [SRTC Transportation Advisory Committee Bylaws](#) state that the TAC shall annually select and recommend to the SRTC Board of Directors one of its members to serve as Chair and one to serve as Vice Chair for a one-year term.
- The TAC Chair will preside over TAC meetings and represent the group on the Board of Directors. The TAC Vice Chair will perform all duties of the Chair in their absence. The Bylaws provide a description of Chair and Vice Chair responsibilities.
- The committee shall recommend by majority vote the TAC Chair and Vice Chair to the SRTC Board for approval.
- New TAC officers will be seated at the SRTC Board meeting in January 2025 and begin presiding over the committee during the January TAC meeting.

**Board/Committee Discussions:**

The TAC was initially briefed on the 2025 TAC officer selection process at their 11/20/24 meeting.

**Public Involvement:**

All meetings at which this topic will be discussed are open to the public.

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370

To: Transportation Advisory Committee

12/11/2024

From: Ryan Stewart, Principal Transportation Planner

**TOPIC: 2025 Call for Projects Criteria & Principles of Investment**

**Requested Action:**

For information and discussion.

**Key Points:**

- On 2/14/2025 SRTC will release a Call for Projects for the following funding types:
  - Surface Transportation Block Grant (STBG) program
  - Congestion Mitigation & Air Quality (CMAQ) program
  - STBG Set-Aside
  - Carbon Reduction Program (CRP)
- [STBG](#) is the most flexible of all FHWA funding programs. Eligible STBG project types include: roadway and bridge construction; transit capital projects and repair; safety; active transportation; programs; and, studies.
- The purpose of the [CMAQ program](#) is to fund transportation projects that reduce congestion and improve air quality in the Spokane region. Eligible CMAQ project types include transit improvements, travel demand management strategies, traffic flow improvements, and pedestrian and bicycle facilities.
- The [STBG Set-Aside program](#) funds transportation alternatives. Examples of eligible projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and safe routes to school projects.
- [CRP](#) provides funds for projects designed to reduce transportation emissions, specifically carbon dioxide (CO2) emissions from on-road highway sources. Eligible projects are detailed [here](#).
- There will be approximately \$35 million in the 2025 Call for Projects for the years 2027-2029.
- The application criteria are directly related to Horizon 2045's Guiding Principles and Policies. The draft main application is [here](#) and the draft preservation application is [here](#).
- The Board will begin discussions about the Principles of Investment for the call for projects at their 01/09/25 meeting. Historically, the Principles of Investment include, but are not limited to, funding decisions about off-the-top requests, set-aside for preservation projects, potential set-aside for small towns/small cities, and setting application limits per agency.
- For the purposes of discussion, staff is looking for input from the committee on the following Principles of Investment:
  - Preservation set-aside of 23% of the anticipated total funding, approximately \$8.3M
    - Limit of \$1.35 million award per application, \$2.7 million total per agency

- Limit project applications to include grind and overlays, chip seals and other sealant projects
- 3.75% set-aside of the anticipated funding for small towns/small cities (<5,000 population), approximately \$1.35M
- Off-the-top allocations for operations and planning
  - SRTMC and SRTC (amounts TBD)

Please see the **Supporting Information** for the 2025 Call for Projects schedule and estimated available funding.

### **Board/Committee Discussions:**

The TIP Working Group is currently involved in reviewing and providing suggested improvements to the call for projects applications. This is the first touch with the committees on this topic. At the 01/22/25 TTC and TAC meetings, committee members will be consulted on the call for projects application and the Principles of Investment. Also, TTC and TAC members will be asked to participate in the scoring of project applications.

The Board will receive a call for projects overview presentation on 01/09/25. The Board will decide on the Principles of Investment at their 02/13/25 meeting.

### **Public Involvement:**

The 2025 call for projects information and schedule is in the TIP Guidebook. The TIP Guidebook has been presented at Board, TAC, and TTC meetings which are open to the public.

**Staff Contact:** Ryan Stewart, SRTC | [rstewart@srtc.org](mailto:rstewart@srtc.org) | 509.343.6370

## Supporting Information

### TOPIC: 2025 Call for Projects Criteria & Principles of Investment

- Pending approval by the SRTC Board, the 2025 Call for Projects will be released on 02/14/2025.
- The schedule and estimated available funding are as follows:

#### Call for Projects Schedule

2025	
Jan 9	SRTC Board of Directors - begin Principles of Investment discussion
Jan 14	TIP Working Group – develop applications, evaluation criteria, principles of investment discussion
Jan 22	TAC & TTC meetings – Call for Projects update, principles of investment discussion, applications & evaluation criteria update
Feb 13	SRTC Board of Directors - Principles of investment, off the top funding action
<b>Feb 14</b>	<b>CALL FOR PROJECTS RELEASED</b>
<b>Mar 7</b>	<b>Project Eligibility Worksheet and Complete Streets Checklist due by 4:00 pm.</b>
<b>Apr 4</b>	<b>Application Package due by 4:00 pm.</b>
Apr 7-25	SRTC staff screens projects for completeness and for consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ and CRP project at this time
Apr 28 - May 16	Project scoring
May 28	TAC & TTC meetings - review preliminary results
Jun 12	SRTC Board meeting - review preliminary results
Jun 25	TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ, STBG Set-Aside, and CRP projects to fund and contingency lists for Board approval
Jul 10	SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists.
Aug – Oct	2026-2029 TIP development process which includes a 30-day public comment period on the draft TIP.

**Approximate Available Funding**

Fund Type	Fund Qualifications	Projected Amount
STBG	Flexible	\$24,500,000
STBG-Set Aside	Transportation alternatives	\$2,100,000
CMAQ	Reduce emissions	\$4,900,000
CRP	Carbon reduction	\$4,200,000

To: Transportation Advisory Committee  
From: David Fletcher, Principal Transportation Planner  
**TOPIC: REGIONAL ACTIVITY CENTERS UPDATE**

12/11/2024

**Requested Action:**

None. For information and discussion

**Key Points:**

- Regional Activity Centers are identified in Horizon 2045 and can be defined as areas of regional significance with a high concentration of employment. They inform various SRTC planning efforts, including freight planning, project prioritization, calls for projects, the Unified List, the Congestion Management Process, and the Metropolitan Transportation Plan.
- The last update to SRTC's Regional Activity Centers was in 2013, with only minor boundary adjustments made in 2020 during the development of Horizon 2045.
- SRTC is currently updating its Regional Activity Centers. This effort includes refining the methodology for identifying and evaluating them, as well as updating the Regional Activity Centers map and related data products. The work is part of Task 4 in the FY 2024–2025 Unified Planning Work Program (UPWP).

**Board/Committee Discussions:**

This is the first discussion of this topic by the committee.

**Public Involvement:**

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

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370

To: Transportation Advisory Committee  
From: David Fletcher, Principal Transportation Planner  
**TOPIC: CONGESTION MANAGEMENT PROCESS STRATEGIES**

12/11/2024

**Requested Action:**

None. For information and discussion.

**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.
- The CMP's strategies for managing congestion are outlined in the *Toolkit of Strategies* and *Strategies Matrix*. The *Toolkit of Strategies* compiles researched best practices from other MPOs that are realistically applicable to the Spokane region. The *Strategies Matrix* links strategies from the Toolkit to each of the CMP's Tier 1 Corridors.
- On 10/16/2024, SRTC hosted a CMP corridor analysis and strategies workshop. During the workshop, the multi-jurisdictional CMP working group reviewed and provided feedback on the *Toolkit of Strategies* and *Strategies Matrix*. This feedback has been incorporated into the draft updates, which are included as **Attachments**.

**Board/Committee Discussions:**

The CMP corridor analysis and strategies were presented to the TTC and TAC for information and discussion at their 8/28/2024 and 9/25/2024 meetings. They were presented to the SRTC Board for information and discussion at their 10/10/2024 meeting.

**Public Involvement:**

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

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370





Congestion Management Process

DRAFT

**Congestion Management Process**

# **TOOLKIT OF STRATEGIES**

Spokane Regional Transportation Council

December 2024

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# INTRODUCTION

The Congestion Management Process (CMP) Toolkit of Strategies is a compilation of strategies to address congestion effectively. It contains researched best practices from other model CMPs that could realistically be applied in the Spokane region.<sup>1</sup> Developed in coordination with the CMP Working Group, this Toolkit serves as a resource to guide the development of targeted solutions for congestion issues on the region's CMP Network.

The strategies in the Toolkit are organized into five categories:

1. **Travel Demand Management (TDM):** These strategies aim to optimize transportation systems by reducing congestion, improving mobility, and minimizing environmental impacts. Examples include promoting public transit, carpooling, walking, bicycling, flexible work schedules, and telecommuting.
2. **Operational Improvements:** Enhancements focused on maximizing the efficiency and safety of existing transportation systems. Strategies include traffic signal optimization, incident and access management, and intelligent transportation systems (ITS) to improve traffic flow without major infrastructure changes.
3. **Transit Operational Improvements:** Targeted efforts to improve the efficiency, reliability, and capacity of public transit systems. Examples include increasing service frequency, transit signal priority, dedicated transit lanes, and upgrading technologies such as real-time passenger information systems.
4. **Freight and Goods Movement:** Strategies designed to optimize the efficient and reliable transport of goods. These include both operational improvements, such as freight plans or dedicated truck parking, as well as larger capacity improvements.
5. **Roadway Capacity Improvements:** Strategies that expand or enhance transportation infrastructure to accommodate increased traffic volumes and improve flow. These strategies include adding lanes, constructing new roads, and improving interchanges.

The Toolkit includes 43 strategies grouped into these five categories for organizational clarity. While these categories help structure the content, some strategies may overlap across or within them. It is important to note that the Toolkit is not an exhaustive catalog of congestion mitigation strategies. Instead, it presents proven approaches most relevant to addressing congestion in the Spokane region.

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<sup>1</sup> In the development of the Toolkit, SRTC staff reviewed and identified best practices from the following agencies' CMPs: Delaware Valley Regional Planning Council (DVRPC), Denver Region Council of Governments (DRCOG), Mid-Region Council of Governments (MRCOG), and Wilmington Area Planning Council (WILMAPCO); as well as the Washington State Department of Transportation's (WSDOT) [Transportation Systems Management and Operations \(TSMO\) strategies and concepts website](#).

# 1. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

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## 1.1 ALTERNATIVE TRAVEL MODE OUTREACH PROGRAMS (GROUP)

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**Cost: Low–Moderate**

**Description**

Events or programs that promote, encourage, and educate people about alternative travel modes.

**Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces

**Examples**

- Bike-to-Work Day
- Employer transportation fairs
- Bike safety programs

## 1.2 ALTERNATIVE TRAVEL MODE OUTREACH PROGRAMS (INDIVIDUALIZED)

---

**Cost: Low–Moderate**

**Description**

Individualized events or programs that promote, encourage, and educate people about alternative travel modes.

**Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces

**Examples**

- [Whatcom Smart Trips \(WCOG\)](#)

## 1.3 ALTERNATIVE WORK HOURS

---

**Cost: Low**

**Description**

Arrangement where employees and employers agree to a non-traditional or non-peak work schedule.

**Applicable Locations & Situations**

- Areas with employment sectors that offer jobs that allow for flexible arrival or departure times
- Workplaces with extended daily hours of operation

**Examples**

- Flexible work schedules
- Staggered shifts and/or compressed workweeks

## 1.4 BICYCLE IMPROVEMENTS

---

**Cost: Moderate**

**Description**

Improvements that increase safety and convenience for bicyclists, especially those using bicycles for transportation.

**Applicable Locations & Situations**

- Locations on or connecting to the regional bicycle network

**Examples**

- On-street bike lanes, pavement markings, signage and off-street trails
- Intersection improvements

## 1.5 LOCAL DELIVERY SERVICE

---

**Cost: Low**

**Description**

Businesses delivering products to local customers, which can reduce single-occupancy vehicle trips by making it more feasible to take transit, walk, or bicycle to a store.

**Applicable Locations & Situations**

- Areas where vehicle ownership is low

**Examples**

- Encouraging businesses to deliver products to customers

## 1.6 PARKING FACILITY MANAGEMENT INFORMATIONAL SIGNS

---

**Cost: Moderate**

**Description**

Signage notifying travelers of the remaining number of unoccupied parking spaces at a public or private parking lot.

**Applicable Locations & Situations**

- Park and ride lots or downtown parking lots

**Examples**

- Signage to notify remainder of parking spots
- Guides to available parking

## 1.7 PARKING MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Initiatives or strategies designed to provide, control, regulate, or restrict parking space.

**Applicable Locations & Situations**

- Activity centers or other locations where parking is in short supply
- Locations where mode shift occurs and with high levels of pedestrian activity

**Examples**

- Redevelop/remove surface parking
- Remove on-street parking
- Time-of-day restrictions
- Adding parking structures to encourage mixed-use development
- Add on-street parking to reduce speed & improve pedestrian safety

## 1.8 PEDESTRIAN IMPROVEMENTS

---

**Cost: Low – Moderate**

**Description**

Improvements that increase safety and convenience for pedestrians of all types, especially those who need to walk to get places.

**Applicable Locations & Situations**

- Improvements should be selected to fit the level of development and population

**Examples**

- Sidewalks
- Paths and trails

## 1.9 REGIONAL COMMUTER BENEFIT PROGRAM

---

**Cost: Low**

**Description**

A program that offers incentives or assistance to employees who use public transit, carpool, bike, or take other non-single occupancy vehicle modes to get to work.

**Applicable Locations & Situations**

- These programs could be expanded beyond major employers in Spokane

**Examples**

- Commute Trip Reduction (CTR)

## 1.10 PUBLIC EDUCATION CAMPAIGNS

---

**Cost: Low – Moderate**

**Description**

Initiative aimed at informing the public about strategies to reduce traffic congestion and encourage behaviors that can help manage and alleviate congestion-related issues.

**Applicable Locations & Situations**

- Particularly effective in address situations where congestion-related issues directly impact people's daily lives and easy-to-adopt solutions can be offered to improve these issues.

**Examples**

- Campaign to improve traffic safety
- Informing the public about the benefits of remote work, trip chaining, and/or traveling during off-peak hours

## 1.11 RIDESHARING SERVICES & RIDE MATCHING

---

**Cost: Low–Moderate**

**Description**

Employees sharing a vehicle to and from the same or nearby worksites, reducing congestion and overall vehicle miles traveled.

**Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces
- Schools with a large number of students not served by school buses
- Residential areas outside transit service districts with a high number of long-distance commuters

**Examples**

- Carpool/Vanpool
- Car Sharing
- [Share-A-Ride Program \(DVRPC\)](#)

## 1.12 TELECOMMUTING

---

**Cost: Low**

**Description**

Work arrangement where employees use technology solutions to work from home or another location.

**Applicable Locations & Situations**

- Workplaces that perform tasks or services that can be completed from remotely

**Examples**

- Remote work
- Hybrid work schedules

### 1.13 UNIVERSAL ACCESS TRANSIT PASS PROGRAM

---

**Cost:** Low–Moderate

**Description**

Program that provides students enrolled in a participating institution with unlimited access to local transit.

**Applicable Locations & Situations**

- Areas with colleges or universities.

**Examples**

- Cooperative pass programs
- Corridor pass programs

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## 2. OPERATIONAL IMPROVEMENTS

---

### 2.1 ACCESS MANAGEMENT

---

**Cost: Moderate**

**Description**

Planning and design strategies used to control vehicle access points—such as driveways, intersections, and medians—to improve safety and improve mobility by strategically managing where and how vehicles enter and exit the road network.

**Applicable Locations & Situations**

- Existing or future high-volume corridors with a significant amount of commercial development resulting in traffic congestion and safety concerns

**Examples**

- Consolidating and/or improving access points along a corridor
- Median treatments and left-turn lanes

### 2.2 CIRCULATION IMPROVEMENTS

---

**Cost: Low–High**

**Description**

Strategies designed to reduce traffic congestion and improve the flow of vehicles, pedestrians, and bicyclists within the transportation network.

**Applicable Locations & Situations**

- Congested areas and bottlenecks, particularly those with limited connectivity or other known circulation issues

**Examples**

- Street circulation patterns
- Vehicle use limitations and restrictions
- Reversible lanes
- Road connectivity
- Roundabouts
- Isolated bottleneck removal

### 2.3 COMMUNICATION NETWORKS

---

**Cost: Moderate**

**Description**

Base infrastructure required to support all operational activities, allow remote roadway surveillance and system control from a traffic management center.

**Applicable Locations & Situations**

- Locations of new roadway construction or major capital improvement projects
- High volume locations or roadways with safety considerations where an incident may be particularly disruptive to regional travel
- Roadways identified for comprehensive ITS implementation

**Examples**

- Roadway surveillance and control system
- Base ITS infrastructure—fiber, telemetry, etc.



## 2.4 HIGH OCCUPANCY VEHICLE (HOV) LANES—NEW OR CONVERTED

---

**Cost: Moderate–High**

**Description**

New or converted lane that serves high-occupancy vehicles and other approved users.

**Applicable Locations & Situations**

- Interstates or other long-distance limited-access corridors
- Highly congested corridors with extensive bus service

**Examples**

- May serve buses, motorcycles, high-occupancy vehicles, toll-paying vehicles, and/or low-emission or hybrid vehicles

## 2.5 INCIDENT MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Operation plans and regional efforts defining roles, rules, procedures, and protocols for agencies and personnel in the event of an incident.

**Applicable Locations & Situations**

- Regionwide programs
- Major travel corridors with multiple emergency, jurisdiction, law enforcement, and transportation responders
- Highways with limited shoulder width, construction zones, locations with frequent incidents

**Examples**

- Incident management plans
- Regional effort to respond to nonrecurring congestion

## 2.6 INCIDENT RESPONSE (COURTESY PATROL)

---

**Cost: Low**

**Description**

Service for stranded freeway travelers that assists with vehicle breakdowns, stalls, and crashes.

**Applicable Locations & Situations**

- Regionwide programs
- Freeways with heavy volumes and/or documented history of incidents or regional facilities with limited shoulder width
- Major construction zones

**Examples**

- Service to stranded freeway travelers

## 2.7 LIMITED INTERSECTION IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Minor intersection enhancements improving safety and/or mobility.

**Applicable Locations & Situations**

- Situations where congestion and/or safety issues are present but do not require full intersection redesign

**Examples**

- Minor isolated intersection widening and lane re-striping
- Auxiliary turn lanes (right or left)
- Widened shoulders

## 2.8 MAINTENANCE MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Employment of strategies to minimize the congestion caused by maintenance and construction activities.

**Applicable Locations & Situations**

- Part of program planning done by the implementing agency

**Examples**

- Traffic Management Plan (TMP)

## 2.9 RAMP METERING

---

**Cost: Low–Moderate**

**Description**

Active traffic management strategy that uses traffic signals at freeway on-ramps to control the number of vehicles entering the freeway to keep vehicles moving more efficiently.

**Applicable Locations & Situations**

- Existing high volume freeway and expressway facilities
- On-ramps with heavy platoons of vehicles released from arterial/ramp intersections

**Examples**

- Traffic signal controlling stream of merging traffic
- Bus or HOV vehicle bypass

## 2.10 SIGNAL IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Upgrading or optimizing traffic signals to enhance safety, efficiency, and flow of traffic.

**Applicable Locations & Situations**

- High volume urban corridors with multiple signalized intersections
- Streets with high transit volumes and bus stop activity

**Examples**

- Expanded timing and coordination
- Signal modernization and surveillance
- Transit or emergency vehicle signal priority

## 2.11 TRAFFIC MANAGEMENT CENTER

---

**Cost: Moderate**

**Description**

Control center where regional transportation operations are coordinated and information from local networks and other sources is collected and distributed.

**Applicable Locations & Situations**

- Jurisdictions that own equipment, collect data, and manage traffic
- A strategic, centralized location serviced by major communication lines

**Examples**

- Spokane Regional Traffic Management Center (SRTMC)
- Acquiring data and devices to support Traffic Management Center operations

## 2.12 TRAVELER INFORMATION SERVICES

---

**Cost: Moderate**

### **Description**

Mechanisms that provide relay information to assist traveler make decisions regarding trip departures, route selection, and travel mode.

### **Applicable Locations & Situations**

- Heavily traveled freeways or arterials with frequent incidents or travel delays
- Locations before major interchanges and route decision-making points

### **Examples**

- Message signs
- Mobile device applications
- Online services

## 2.13 TURNING MOVEMENT ENHANCEMENTS

---

**Cost: Low–High**

### **Description**

Modifying intersections or roadways to improve the safety and efficiency of turning movements.

### **Applicable Locations & Situations**

- Intersections with a high number of turning vehicles and/or rear-end crashes
- Areas with a high number of merging or weaving vehicles

### **Examples**

- Channelization
- Left-turn lanes
- Center turn lanes
- Jughandles
- Deceleration lanes
- Roundabouts

## 2.14 VARIABLE SPEED LIMITS & DYNAMIC ADVISORY SPEEDS

---

**Cost: Moderate**

### **Description**

Active traffic management strategy that uses dynamic speed limit signs to slow traffic before and through adverse conditions to improve safety and keep traffic moving efficiently.

### **Applicable Locations & Situations**

- Freeways or other major corridors that have frequent congestion
- Collision hot spots, traffic bottlenecks, or specific locations with known issues related to adverse weather or construction and maintenance activities

### **Examples**

- Congestion-responsive variable speed limits (VSL)
- Weather-responsive VSL
- Speed harmonization
- Dynamic speed limits

# 3. TRANSIT OPERATIONAL IMPROVEMENTS

---

## 3.1 FIXED GUIDEWAY TRANSIT OR DEDICATED TRANSIT LANES

---

**Cost: Moderate–High**

**Description**

Exclusive guideways, such as light rail and commuter rail, and dedicated street travelways, like bus rapid transit or roadway lanes reserved exclusively for buses.

**Applicable Locations & Situations**

- Densely developed urban corridors or station areas
- ROW adjacent to severely congested freeways or arterial streets

**Examples**

- Exclusive guideways (light rail, heavy/commuter rail)
- Street travel ways (BRT)
- Bus-only lanes
- Business Access and Transit (BAT) lanes

## 3.2 GENERAL TRANSIT INFRASTRUCTURE IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Upgrading facilities and systems that support public transportation, such as enhanced stops, covered bus shelters, and improved fare collection systems.

**Applicable Locations & Situations**

- Bump outs
- Smart Cards
- Covered bus shelters

**Examples**

- Enhanced amenities and safety
- Improved access
- Improved fare collection system

## 3.3 PARK AND RIDE FACILITIES—NEW OR IMPROVED

---

**Cost: Moderate**

**Description**

Designated parking lots where commuters can park their vehicles behind and access public transit.

**Applicable Locations & Situations**

- High ridership transit corridors
- Suburban settings with too little density for local transit service but can generate enough transit users in a concentrated location to make transit both efficient and beneficial in terms of air quality and congestion reduction
- Location upstream of congestion in order to reduce congestion and provide easy access to transit users

**Examples**

- Adding a new park and ride
- Expanding the capacity of an existing park and ride
- Adding amenities, such as lighting or additional seating, to an existing park and ride

### 3.4 TRANSIT-ORIENTED DEVELOPMENT

---

**Cost: Low–High**

**Description**

Transit-Oriented Development (TOD) is a planning approach that promotes high-density, mixed-use neighborhoods near transit facilities, making it easier for people to access transit and reducing vehicle dependency.

**Applicable Locations & Situations**

- New developments on previously vacant or undeveloped sites, or redevelopment of existing sites
- Locations with the potential to capitalize on proximity to a transit station

**Examples**

- Areawide policies and strategies that result in more transportation-efficient regional land use patterns
- Localized planning and zoning strategies that result in more transportation efficient developments

### 3.5 TRANSIT SERVICE EXPANSION

---

**Cost: Moderate**

**Description**

Adding new bus routes or extending the service and/or frequency, or improving the reliability, of existing routes.

**Applicable Locations & Situations**

- Areas with growing concentrations of residential, commercial, or business activity
- Existing bus routes that are operating near capacity
- Route locations that offer increased access to major transit stations

**Examples**

- New bus routes and/or extension of existing service
- Increased frequency and/or extending operating hours
- Flexible routing
- Transfer improvements

### 3.6 TRANSIT SIGNAL PRIORITY

---

**Cost: Low**

**Description**

Traffic management strategy that adjusts signal timing to prioritize transit vehicles, reducing delays while improving their travel times and reliability.

**Applicable Locations & Situations**

- Heavily traveled corridors with multiple traffic signals & frequent transit stops
- Locations where a bus may need a head start to merge into or cross general-purpose lanes of traffic

**Examples**

- Extending green light phase to allow transit vehicles to pass through
- Adjusting signal timing during peak hours or when transit ridership exceeds a certain threshold
- Queue Jump Lanes

### 3.7 TRANSIT VEHICLE TRAVEL INFORMATION

---

**Cost: Moderate**

**Description**

Real-time or scheduled data about transit vehicle locations, arrival times, and service status, provided to passengers to enhance trip planning and improve the travel experience.

**Applicable Locations & Situations**

- Transit stations and major bus tops, as well as major event and activity venues adjacent to transit stations

**Examples**

- Vehicle detection and monitoring devices
- Mobile device apps and online public information sources

# 4. FREIGHT & GOODS MOVEMENT



## 4.1 FREIGHT CAPACITY IMPROVEMENTS

---

**Cost: High**

**Description**

A range of strategies to expand capacity and enhance the efficiency of freight transportation in the region.

**Applicable Locations & Situations**

- Identified freight facilities, including interstates
- Local freight delivery routes

**Examples**

- New or expanded freight rail
- Freight intermodal center/yard
- Port facility expansion
- Hill-climbing lanes

## 4.2 FREIGHT OPERATIONAL IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

A range of strategies to optimize operations and enhance the efficiency of freight transportation in the region.

**Applicable Locations & Situations**

- Identified freight facilities, including Interstates
- Local freight delivery routes

**Examples**

- Dedicated truck route or truck parking
- Freight plans/coordination logistics
- Upgraded roadway infrastructure to permit truck/freight movement
- Adding bicycle and pedestrian improvements that separate these modes to reduce potential conflicts with freight

# 5. ROADWAY CAPACITY IMPROVEMENTS

---

## 5.1 ADDING CAPACITY/WIDENING

---

**Cost:** High

**Description**

Adding new travel lanes along an existing roadway.

**Applicable Locations & Situations**

- Severely congested roads with a clear capacity or safety deficiency
- Locations that experience link congestion rather than intersection congestion
- Location with limited appropriate alternative routes

**Examples**

- New general purpose lanes
- Interchange with related road segments
- Hard shoulder running

## 5.2 GRADE-SEPARATED INTERSECTIONS

---

**Cost:** High

**Description**

Overpasses or underpasses that allow roadways to bypass cross streets, eliminating direct intersections.

**Applicable Locations & Situations**

- Very high-volume and congested intersections
- Locations with limited ROW or physical constraints to expanding the width of the intersection approaches

**Examples**

- Overpass or underpass for cross street

## 5.3 GRADE-SEPARATED RAILROAD CROSSINGS

---

**Cost:** High

**Description**

Overpasses or underpasses that allow roadways to bypass railroad tracks, eliminating direct crossings.

**Applicable Locations & Situations**

- Roadways with a high daily traffic volume
- Locations with either a high frequency of trains crossing road or long-time durations of multi-car trains blocking the road
- High traffic-generating land uses on either side of tracks
- Locations with a documented crash rate higher than established thresholds

**Examples**

- Roadway underpass or overpass

## 5.4 HILL-CLIMBING LANES

---

**Cost: Low–Moderate**

**Description**

Additional roadway lanes designed to assist slower vehicles in ascending steep grades.

**Applicable Locations & Situations**

- Generally in rural areas with steep or rolling hills (freeways or rural highways)
- Locations that experience high peak direction volumes of recreational or weekend traffic
- Urban or suburban freeways with steep climbing up-grades

**Examples**

- Used by trucks and slower traffic to let faster traffic pass

## 5.5 MAJOR INTERSECTION IMPROVEMENTS

---

**Cost: Moderate–High**

**Description**

Significant upgrades to enhance safety, capacity, and traffic flow at intersections.

**Applicable Locations & Situations**

- Severely congested intersections on regionally significant corridors

**Examples**

- Realigning or reconfiguring intersections
- Adding or widening turn lanes to increase capacity

## 5.6 MINOR ROAD EXPANSIONS

---

**Cost: Moderate–High**

**Description**

Major roadway reconstruction with minor capacity additions.

**Applicable Locations & Situations**

- Major reconstruction projects for existing roadways or intersections that require minor capacity additions to meet current design standard

**Examples**

- Widening lanes and/or shoulders to meet current design standards

## 5.7 NEW OR EXTENDED ROADWAYS

---

**Cost: High**

**Description**

Constructing a new roadway or extending an existing roadway to complete a network.

**Applicable Locations & Situations**

- Locations that serves areas experiencing new development or anticipating development soon
- Location that would divert traffic from an existing severely congested corridor
- Unimproved roads with safety issues or development potential

**Examples**

- Arterial
- Bypass
- Limited Access Highway





Congestion Management Process

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# Congestion Management Process

# STRATEGIES MATRIX

Spokane Regional Transportation Council

December 2024

## CMP Tier 1 Corridors

### Congestion Management Process

# STRATEGIES MATRIX

I-90	I-90	I-90	I-90	I-90	US 2	DIVISION	DIVISION	US 2	MAPLE / ASH	HAMILTON / NEVADA	FRANCIS	FRANCIS	MARKET / HAVEN	FREYA / GREENE	SPRAGUE	SPRAGUE	ARGONNE	PINES	SULLIVAN	Comments
US 2 to Hamilton	Hamilton to Broadway	Broadway to Pines	Pines to Harvard	Harvard to State Line	Craig to I-90	I-90 to Francis	Francis to NSC	Division to NSC	I-90 to Francis	I-90 to Francis	Assembly to Division	Division to Bigelow Gulch	Euclid to Francis	I-90 to Euclid	Hamilton to Argonne	Argonne to I-90	Sprague to Upriver	Sprague to Trent	Sprague to Trent	

\*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

## 1. TRAVEL DEMAND MANAGEMENT (TDM)

1.1	Alternative Travel Mode Outreach Programs (Group)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
1.2	Alternative Travel Mode Outreach Programs (Individualized)																			
1.3	<b>Alternative Work Hours*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
1.4	Bicycle Improvements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	I-90: Bicycles prohibited, improvements to adjacent facilities
1.5	Local Delivery Service						●													
1.6	Parking Facility Management Informational Signs	●	●	●	●	●											●	●		I-90: At parking garages, park & rides   Pines & Sullivan: park & rides
1.7	Parking Management	●	●	●	●	●								●			●	●		I-90: Downtown Spokane, park & rides   Freya: SCC   Pines & Sullivan: park & rides
1.8	Pedestrian Improvements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	I-90: Pedestrians prohibited, improvements to adjacent facilities
1.9	<b>Regional Commuter Benefit Program*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
1.10	<b>Public Education Campaigns*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
1.11	Ridesharing Services & Ride Matching	●	●	●	●	●								●					●	
1.12	<b>Telecommuting*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
1.13	<b>Universal Access Transit Pass Program*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	

## 2. OPEARATIONAL IMPROVEMENTS

2.1	Access Management	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
2.2	Circulation Improvements	●	●	●	●	●	●													
2.3	Communication Networks	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	

## CMP Tier 1 Corridors

### Congestion Management Process

# STRATEGIES MATRIX

I-90	I-90	I-90	I-90	I-90	US 2	DIVISION	DIVISION	US 2	MAPLE / ASH	HAMILTON / NEVADA	FRANCIS	FRANCIS	MARKET / HAVEN	FREYA / GREENE	SPRAGUE	SPRAGUE	ARGONNE	PINES	SULLIVAN	Comments
US 2 to Hamilton	Hamilton to Broadway	Broadway to Pines	Pines to Harvard	Harvard to State Line	Craig to I-90	I-90 to Francis	Francis to NSC	Division to NSC	I-90 to Francis	I-90 to Francis	Assembly to Division	Division to Bigelow Gulch	Euclid to Francis	I-90 to Euclid	Hamilton to Argonne	Argonne to I-90	Sprague to Upriver	Sprague to Trent	Sprague to Trent	

\*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

2.4	High Occupancy Vehicle (HOV) Lanes—New or Converted																			
2.5	Incident Management	●	●	●	●	●														
2.6	Incident Response (Courtesy Patrol)	●	●	●	●	●	●	●												
2.7	Limited Intersection Improvements	●	●	●	●	●								●			●			
2.8	Maintenance Management	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2.9	Ramp Metering	●	●	●	●	●														
2.10	Signal Improvements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2.11	<b>Traffic Management Center*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2.12	Traveler Information Services	●	●	●	●	●	●	●		●	●	●		●					●	
2.13	Turning Movement Enhancements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2.14	Variable Speed Limits & Dynamic Advisory Speeds	●	●	●	●	●	●	●												

### 3. TRANSIT OPERATIONAL IMPROVEMENTS

3.1	Fixed Guideway Transit or Dedicated Transit Lanes						●	●						●						
3.2	General Transit Infrastructure Improvements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
3.3	Park and Ride Facilities—New or Improved	●	●	●	●	●					●	●		●			●			
3.4	Transit Oriented Development																			
3.5	Transit Service Expansion	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
3.6	Transit Signal Priority						●	●	●					●	●	●				
3.7	<b>Transit Vehicle Travel Information*</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

## CMP Tier 1 Corridors

### Congestion Management Process

# STRATEGIES MATRIX

I-90	US 2 to Hamilton	I-90	Hamilton to Broadway	I-90	Broadway to Pines	I-90	Pines to Harvard	I-90	Harvard to State Line	US 2	Craig to I-90	DIVISION	I-90 to Francis	DIVISION	Francis to NSC	US 2	Division to NSC	MAPLE / ASH	I-90 to Francis	HAMILTON / NEVADA	I-90 to Francis	FRANCIS	Assembly to Division	FRANCIS	Division to Bigelow Gulch	MARKET / HAVEN	Euclid to Francis	FREYA / GREENE	I-90 to Euclid	SPRAGUE	Hamilton to Argonne	SPRAGUE	Argonne to I-90	ARGONNE	Sprague to Upriver	PINES	Sprague to Trent	SULLIVAN	Sprague to Trent	Comments
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\*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

## 4. FREIGHT AND GOODS MOVEMENT

4.1	Freight Capacity Investments																																								
4.2	Freight Operations Improvements																																								

I-90: Chain-up area needed for Sunset Hill, access issues for trucks at Division & US 195 interchanges I Division: Alternative routing for freight

## 5. ROADWAY CAPACITY IMPROVEMENTS

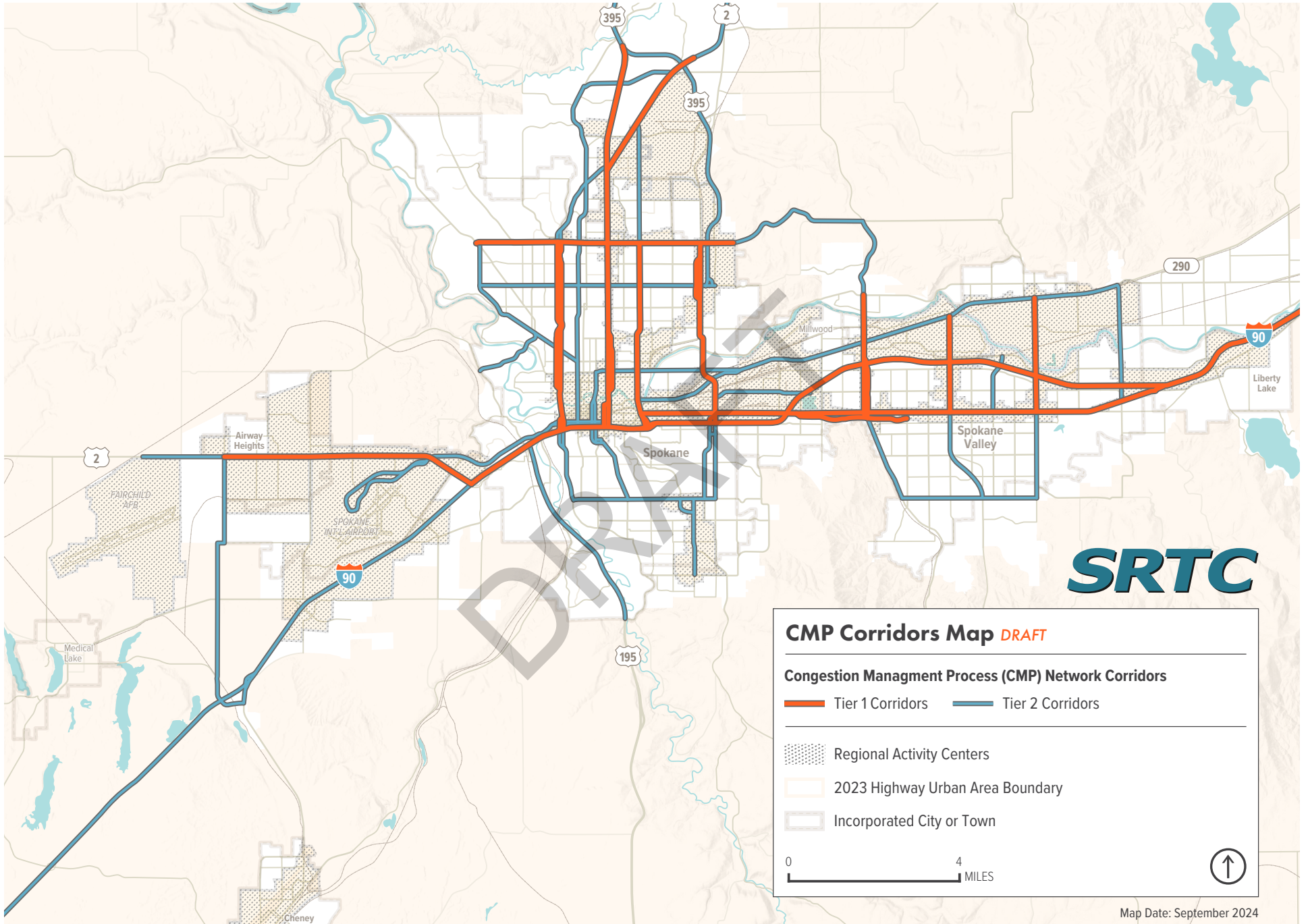
5.1	Adding Capacity/Widening																																								
5.2	Grade-Separated Intersections																																								
5.3	Grade-Separated Railroad Crossings																																								
5.4	Hill-Climbing Lanes																																								
5.5	Major Intersection Improvements																																								
5.6	Minor Road Expansions																																								
5.7	New or Extended Roadways																																								

I-90: Widening from Barker to Harvard I Argonne: I-90 interchange I Sullivan: Bridge over Spokane River & Trent/BNSF overpass expansions

I-90: Barker Rd interchange reconstruction & expansion

I-90: Minor expansion necessary in the Freya/Thor area

US 2: Parallel network construction I Freya/Greene & Market/Haven: NSC



To: Transportation Advisory Committee

12/11/2024

From: Mike Ulrich, Principal Transportation Planner

**TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM1 - SAFETY**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to annually set five safety performance targets.
- The five statewide safety performance measures are set annually and use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries.
- At the December meeting, staff will present background information, historical data, target setting options, and discuss upcoming long-range planning efforts.
- In February 2024 the SRTC Board approved a resolution agreeing to plan and program projects so that they contribute to the accomplishment of WSDOT statewide performance targets for safety.
- WSDOT's targets are calculated in alignment with Target Zero which is WSDOT's plan to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.
- The TTC will be asked to make a recommendation regarding safety targets at their January meeting.
- The deadline for the SRTC Board to set the safety target is 02/27/2024.

**Board/Committee Discussions:**

The TAC made a recommendation to the SRTC Board regarding safety targets this past January. Targets in the other two performance categories are set on four-year cycles. Targets for PM2 – Infrastructure and PM3 – System Performance were most recently adopted in Spring 2023.

**Public Involvement:**

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

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