SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL
421 W RIVERSIDE AVE. SUITE 500 ▪ SPOKANE. WA 99201 ▪ 509.343.6370 ▪ WWW.SRTC.ORG

AMENDED
12.16.24
Consent Agenda 5a

Transportation Technical Committee Meeting WEDNESDAY, DECEMBER 18, 2024 | 1:00 PM

Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 500, Spokane WA 99201

On Zoom at:
Join Zoom Meeting
https://us02web.zoom.us/j/85783758665?pwd=Ciwt2QzojJ5MlbffpQ9HEKCbYuKnrz.1

Meeting ID: 857 8375 8665
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By Phone: 1-253-215-8782
Meeting ID: 857 8375 8665 Passcode: 180150
Or find your local number: https://us02web.zoom.us/u/kb8s1dsU0d

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. The deadline to submit comments in advance is 10:00am the day of the meeting.

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Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, December 18, 2024

Time	*Item*		*Page*
1:00	1	**Call to Order / Record of Attendance**	
1:02	2	**Public Comments**	
1:03	3	**TTC Member Comments**	
1:08	4	**Chair Report on SRTC Board of Directors Meeting**	
ACTION ITEMS			
1:12	5	**Consent Agenda**	
		a) November Minutes for TTC meeting	3
		b) CY 2025-2028 Transportation Improvement Program (TIP) January Amendment	6
1:17	6	**Transportation Technical Committee Chair & Vice Chair Elections** *(Mike Ulrich)*	9
INFORMATION AND DISCUSSION ITEMS			
1:27	7	**Transportation Performance Management : PM1 Safety** *(Mike Ulrich)*	11
1:37	8	**2025 Call for Projects Criteria & Principles of Investment** *(Ryan Stewart)*	12
1:52	9	**Regional Activity Center Update** *(David Fletcher)*	16
2:02	10	**Congestion Management Process (CMP) Strategies** *(David Fletcher)*	17
2:17	11	**Agency Update and Future Information Items** *(Mike Ulrich)*	
2:20	12	**Adjournment**	

Spokane Regional Transportation Council – Transportation Technical Committee
November 20, 2024| Meeting Minutes
Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 500, Spokane WA 99201 and virtually on Zoom

#1 **Call to Order/Record of Attendance**

Chair Trautman called the meeting to order at **1:03 pm**

In Attendance

TTC Members

Heather Trautman, *City of Airway Heights (Chair)*
Brett Lucas, *City of Cheney*
Luke Michels, *City of Liberty Lake*
Inga Note, *City of Spokane*
Colin Quinn-Hurst, *City of Spokane*
Kevin Picanco, *City of Spokane*
Tyler Kimbrell, *City of Spokane*
Adam Jackson, *City of Spokane Valley*
Jerremy Clark, *City of Spokane Valley*
Bob Turner, *City of Spokane Valley*
Brandi Colyer, *Spokane County*
Barry Greene, *Spokane County*
Matt Zarecor, *Spokane County*
Margee Chambers, *Spokane Regional Clean Air*
Samantha Hennessy, *Spokane Regional Health District*
Karl Otterstrom, *Spokane Transportation Authority*
Mike Tresidder, *Spokane Transportation Authority*
Greg Figg, *WSDOT-ER*
Glenn Wagemann, *WSDOT-ER*

Guests

Sean Messner, *CivTech*
Ken Knutson, *SRTMC*
Wende Wilber, *Kittleson & Assoc.*
Adam Miles
Leann Yamamoto, *Spokane County*

SRTC Staff

Lois Bollenback, *Executive Director*
Eve McMenamy, *Deputy Executive Director*
Jason Lien, *Principal Transportation Planner*
Michael Redlinger, *Asso. Transportation Planner*
David Fletcher, *Principal Transportation Planner*
Benjamin Kloskey, *Asso. Transportation Planner*
Ryan Stewart, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Savannah Creasey, *Communications & PR Coord.*
Angel Jackson, *Admin-Exec Coord.*

#2 **Public Comments**

There were no Public Comments.

#3 **TTC Member Comments**

The members provided an update on the events happening within their organization.

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

Ms. Trautman shared highlights of the SRTC Board meeting.

ACTION ITEMS

#5 **Consent Agenda**

a) October Minutes for the TTC Meeting

Mr. Greene motioned to approve the Consent Agenda as presented. Mr. Jackson seconded the motion. This 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 TTC approval, the plan will be presented to the Board in December and submitted to WSDOT for final review.

Mr. Greene motioned to recommend board approval of the Title VI Plan & ADA Update including any advice from legal. Mr. Jackson 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 supports Human Services public transportation through a unified application process for state and federal funding. Projects were scored by volunteers from the TAC and TTC. SRTC Staff facilitated the process and aggregated results into final letter grades, but did not participate in scoring. Spokane Travel Training received an A grade, and Spokane Mobility Management received a B grade.

The committee was asked to recommend the project rankings for Board approval in December. Following Board approval, SRTC will submit the final rankings to WSDOT by January deadline.

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

 # 8 Smart Mobility Plan – Final Report

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. Clark motioned to recommend the Board approval of the Smart Mobility Plan Final Report as presented. Mr. Wagemann seconded the motion. The motion passed 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. Note made a motion to approve the Resiliency Plan as presented. Mr. Quinn-Hurst 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.

Mr. Jackson made a motion to recommend the Board to approve the 2025 Transportation Improvement Plan (TIP) Guidebook as presented. Mr. Green seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

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

Mr. Knutson, Project Manager, provided an overview of the Spokane Regional Transportation Management Center (SRTMC), including its history and organizational structure. He reviewed the funding breakdown, with contributions from partner agencies. Expenditures were primarily allocated to hardware upgrades, supporting signage and other critical 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.

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To:	Transportation Technical 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) 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@srtc.org | 509.343.6370

2025-2028 Transportation Improvement Program

January Amendment (25-01)

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

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

- 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.

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FOR ACTION
AGENDA ITEM 6
12/18/2024 TTC Meeting

To: Transportation Technical Committee 12/11/2024

From: Mike Ulrich, Principal Transportation Planner

TOPIC: 2025 TRANSPORTATION TECHNICAL COMMITTEE OFFICER ELECTIONS

Requested Action:
Recommendation to the Board for the TTC Chair and Vice-Chair positions to serve for Calendar Year 2025.

Key Points:

- The Transportation Technical Committee (TTC) Bylaws state that the TTC shall annually select and recommend to the Board of Directors a member to act as TTC Chair and a member to act as TTC Vice-chair for a one-year term; the Chair and Vice-Chair cannot be from the same agency.
- A history of past year's Chair and Vice-Chair appointments going back to 2014 can be found in the following **Supporting Information**.
- Duties for the Chair and Vice chair are outlined in the SRTC Transportation Technical Committee Bylaws, adopted by the SRTC Board on 06/09/22.

Board/Committee Discussions:
The TTC received information about the 2025 TTC officers selection process on 11/20/24.

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

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

Supporting Information
TOPIC: 2025 TTC OFFICER ELECTIONS

The TTC Chair will preside over TTC meetings and be responsible for communicating to the Board of Directors and SRTC staff on matters directed by the Board of Directors or TTC. The TTC Vice-Chair will perform all duties of the Chair during his or her absence.

- If the Chair vacates his/her position, the Vice-Chair fulfills the Chair's duties. As an ex-officio member of the Board of Directors, the TTC Chair or Vice-Chair shall make every attempt to attend all SRTC Board meetings.
- When serving at the SRTC Board of Directors meeting, the TTC Chair represents the TTC, not the agency of which they are employed.
- To align with the new SRTC Board of Directors appointments, once selected, the new officers will be immediately seated at the 12/12/24 TTC meeting so they may represent the committee at the 01/09/25 Board meeting.
- TTC Bylaws, adopted by the SRTC Board in June 2022, state that the officers of Chair and Vice Chair shall rotate on a yearly basis among the following parties:

  City of Spokane
  WSDOT
  Spokane County
  Airway Heights, Cheney, Liberty Lake, Tribes, SIA, or Small Towns Representative
  Spokane Transit Authority
  City of Spokane Valley

- The Chair and Vice Chair rotation for the past 10 years has been as follows:

Year	Chair	Agency	Vice Chair	Agency
2024	Heather Trautman	City of Airway Heights	Barry Breene	Spokane County
2023	Char Kay	WSDOT	Heather Trautman	City of Airway Heights
2022	Inga Note	City of Spokane	Char Kay	WSDOT
2021	Adam Jackson	City of Spokane Valley	Inga Note	City of Spokane
2020	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019*	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019**	Sean Messner	Spokane County	Karl Otterstrom	Spokane Transit Authority
2018	Mike Tedesco	Spokane Tribe of Indians	Sean Messner	Spokane County
2017	Brandon Blankenagel	City of Spokane	Mike Tedesco	Spokane Tribe of Indians
2016	Heleen Dewey	Spokane Regional Health Dist	Brandon Blankenagel	City of Spokane
2015	Harold White	WSDOT	Heleen Dewey	Spokane Regional Health Dist
2014	Andrew Staples	City of Liberty Lake	Harold White	WSDOT

*September-December 2019 **January -August 2019

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To: Transportation Technical 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 TTC 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.

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

To:	Transportation Technical 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 $36 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.

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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
Feb 14	**CALL FOR PROJECTS RELEASED**
Mar 7	**Project Eligibility Worksheet and Complete Streets Checklist due by 4:00 pm.**
Apr 4	**Application Package due by 4:00 pm.**
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

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To: Transportation Technical Committee 12/11/2024

From: David Fletcher, Principal Transportation Planner

TOPIC: REGIONAL ACTIVITY CENTERS UPDATE

Requested Action:
None. For information and discussion

Key Points:

- Regional Activity Centers identify areas of regional significance with a high concentration of employment and are used to inform many different SRTC planning efforts. These include, but are not limited to, freight planning, project prioritization and calls for projects, the Unified List, the CMP, and the MTP.
- SRTC's Regional Activity Centers have not been updated since they were initially identified in 2013, outside of some minor boundary adjustments to better align to existing land use as part of the Spokane Regional Freight Profile's development in 2020.
- SRTC is currently updating its Regional Activity Centers. This includes refining the methodology used to identify and evaluate Regional Activity Centers, as well as SRTC's Regional Activity Centers map and other related data products. This work effort is identified in Task 4 of 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 | 509.343.6370

To: Transportation Technical Committee 12/11/2024

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS STRATEGIES

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 | 509.343.6370

CMP
Congestion Management Process

Congestion Management Process

TOOLKIT OF STRATEGIES

Spokane Regional Transportation Council
December 2024

CONTENTS

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.[1] 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.

1 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

1.1 ALTERNATIVE TRAVEL MODE OUTREACH PROGRAMS (GROUP)

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

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 know 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

CMP
Congestion Management Process

Congestion Management Process

STRATEGIES MATRIX

Spokane Regional Transportation Council
December 2024

Congestion Management Process

STRATEGIES MATRIX

CMP Tier 1 Corridors

		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
1.	**TRAVEL DEMAND MANAGEMENT (TDM)**																					
1.1	Alternative Travel Mode Outreach Programs (Group)	○	○	○	○	○	○	○		○	○	○	○	○	○		○	○			○	
1.2	Alternative Travel Mode Outreach Programs (Individualized)																					
1.3	**Alternative Work Hours***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
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	**Regional Commuter Benefit Program***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.10	**Public Education Campaigns***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.11	Ridesharing Services & Ride Matching	○	○	○	○	○	○									○					○	
1.12	**Telecommuting***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.13	**Universal Access Transit Pass Program***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
2.	**OPEARATIONAL IMPROVEMENTS**																					
2.1	Access Management	○	○	○	○	○	○		○	○	○	○	○	○	○		○	○		○	○	
2.2	Circulation Improvements	○	○	○	○	○	○	○														
2.3	Communication Networks	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	

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

Congestion Management Process

STRATEGIES MATRIX

		CMP Tier 1 Corridors																			
		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
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	**Traffic Management Center***	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
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	**Transit Vehicle Travel Information***	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

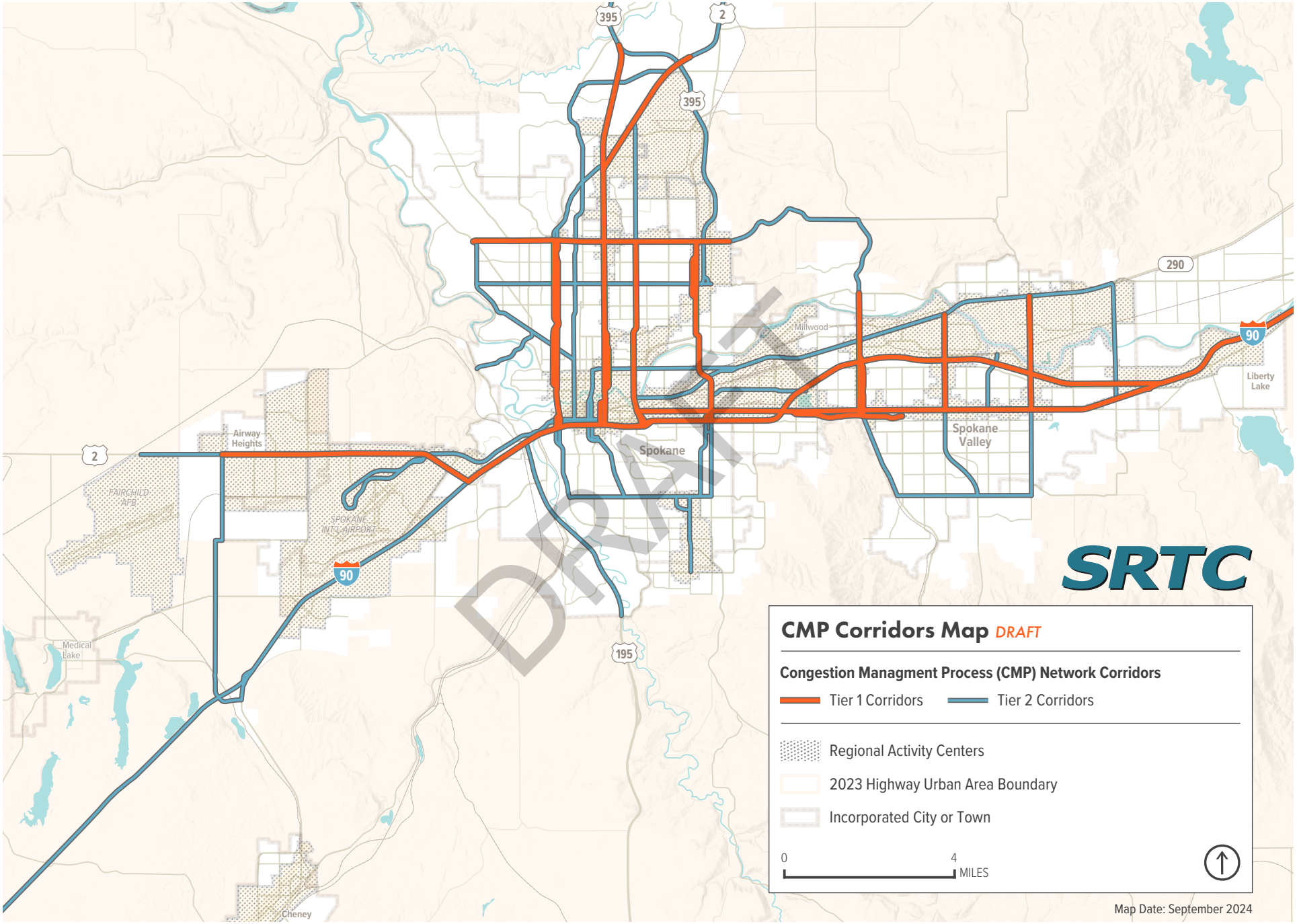
*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

Congestion Management Process

STRATEGIES MATRIX

	CMP Tier 1 Corridors																			
	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
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 | Division: Alternative routing for freight
5. ROADWAY CAPACITY IMPROVEMENTS																				
5.1 Adding Capacity/Widening				●														●		●	I-90: Widening from Barker to Harvard | Argonne: I-90 interchange | Sullivan: Bridge over Spokane River & Trent/BNSF overpass expansions
5.2 Grade-Separated Intersections				●																	I-90: Barker Rd interchange reconstruction & expansion
5.3 Grade-Separated Railroad Crossings																			●		
5.4 Hill-Climbing Lanes																					
5.5 Major Intersection Improvements																					
5.6 Minor Road Expansions	●														●					●	I-90: Minor expansion necessary in the Freya/Thor area
5.7 New or Extended Roadways						●								●	●						US 2: Parallel network construction | Freya/Greene & Market/Haven: NSC

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


395
2
395
290
90
Millwood
Liberty Lake
Spokane Valley
Spokane
Airway Heights
2
FAIRCHILD AFB
SPOKANE INTL AIRPORT
90
Medical Lake
195
Cheney
DRAFT
SRTC
CMP Corridors Map DRAFT
Congestion Managment Process (CMP) Network Corridors
Tier 1 Corridors
Tier 2 Corridors
Regional Activity Centers
2023 Highway Urban Area Boundary
Incorporated City or Town
0
4
MILES
Map Date: September 2024