

Transportation Advisory Committee Meeting

Wednesday, January 24, 2024 | 3:00 PM

Hybrid In-Person/Online Meeting

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

On Zoom at:

<https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHI5aktUZWU0bm1FaXBVZz09>

Meeting ID: 867 7129 2471 | Passcode: 808045

By Phone at: 1-253-215-8782

Meeting ID: 867 7129 2471 | Passcode: 808045

Or find your local number: <https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHI5aktUZWU0bm1FaXBVZz09>

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 12:00pm the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Transportation Advisory Committee (TAC) Meeting Agenda

Wednesday, January 24, 2024

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

ACTION ITEMS

3:10	5 Consent Agenda	3
	a) December TAC Meeting Minutes	
3:12	6 Transportation Performance Management: PM1 - Safety (<i>Mike Ulrich</i>)	6

INFORMATION AND DISCUSSION ITEMS

3:22	7 WA State County Road Administration Board (CRAB) Presentation: (<i>Jane Wall, Executive Director CRAB</i>)	
3:37	8 Regional Safety Action Plan – Update (<i>Mike Ulrich</i>)	7
3:57	9 TAC Member Orientation (<i>Jason Lien</i>)	10
4:07	10 Agency Update and Future Information Items (<i>Jason Lien</i>)	
4:10	11 Adjournment	

Spokane Regional Transportation Council – Transportation Advisory Committee

12/20/2023 | Meeting Minutes

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

1 Call to Order/Record of Attendance 3:04

Chair Zentz called the meeting to order at 3:04pm and attendance was taken. In Attendance:

TCC Members

Raychel Callary	Charlie Wolff
Carlie Hoffman	Rhonda Young
Paul Vose	Claudine Zender
Todd Williams	Kim Zentz

SRTC Staff

Angel Jackson, *Admin-Exec Coordinator*
 David Fletcher, *Principal Transportation Planner*
 Eve McMenemy, *Deputy Executive Director*
 Jason Lien, *Principal Transportation Planner*
 Lois Bollenback, *Executive Director*
 Michael Redlinger, *Associate Transportation Planner 2*
 Mike Ulrich, *Principal Transportation Planner*
 Ryan Stewart, *Principal Transportation Planner*
 Savannah Hayward, *Communications & Public Relations Coordinator*

Guests

Shauna Harshman, *WSDOT*
 Matt Zarecor, *Spokane County*

2 Public Comments

No comments

3 TAC Member Comments

No comments

4 Chair Report on SRTC Board of Directors Meeting

Chair Zentz reviewed and highlighted the minutes from the November 9, 2023 SRTC Board meeting. No comments or questions were made.

ACTION ITEMS

5 Consent Agenda

October TAC Minutes

There were no questions or discussion.

Mr. Vose made a motion to approve the Consent Agenda as presented. Ms. Hoffman seconded. Motion passed unanimously.

6 January TIP Amendment

Mr. Stewart reviewed the TIP amendment update for individual action. He explained TIP's state and local funded projects must have secured funds, which was confirmed by Spokane Transit Authority (STA). The amendment would add the highlighted information back into the program along with the funding adjustment. He highlighted one comment that was made during the public comment period and explained that he will be updating the committee on a new platform to share the information in the future.

There were no comments.

Mr. Wolff made a motion to approve as amended. Mr. Vose seconded. Motion passed unanimously.

7 TAC Officer Elections

Chair Zentz highlighted the duties/responsibilities for the chair and vice chair position. She also identified the role the Chair would have in attending the SRTC Board meetings. Mr. Lien briefly reviewed the committee bylaws and reiterated the roles each position would have throughout their annual term. The Chair and Vice Chair nominees will be formalized through Board action at their January 11, 2024 meeting. Chair Zentz opened the floor for 2024 TAC Chair and Vice Chair nominations.

- Mr. Vose volunteered for the Chair position. There were no other nominations. Ms. Callary made a motion and it was seconded by Mr. Wolff. ***Mr. Vose nomination for TAC Chair passed unanimously.***
- Ms. Young volunteered for the Vice Chair position. There were no other nominations. Mr. Vose made a motion and it was seconded by Ms. Callary. ***Ms. Young's nomination for TAC Vice Chair passed unanimously.***

INFORMATION & DISCUSSION ITEMS

8 Spokane County: Transportation Priorities

Mr. Zarecor highlighted Spokane County as having the largest lane-mile road system compared to other counties. He highlighted the revenue, expenses and preservation budgets. The labor cost to maintain these roadways has increased 37% since 2018. He explained pavement condition and how to keep the status to excellent by utilizing service treatment and overlay. He also identified short span bridges and maintenance that is needed to preserve bridge assets throughout the County. He explained the cost effectiveness of using County staff compared to hiring an outside contract team.

Members discussed-

- Safety performance of the county roadways and what items need to be reviewed to make them safer;
- The amount of lane-miles in Spokane County compared to King County.

There were no further comments.

#9 Transportation Performance Management (TPM): Safety Targets

Mr. Ulrich identified this is PM1 of 3. He reviewed the historical context containing the following items:

- Highway Safety Improvement Program (HSIP) - It is federal funding to reduce traffic fatalities on all public roads. Every two years (alternating between city and county) would be eligible for an average of \$2.5 million per year in the region.
- Moving Ahead for Progress in the 21st Century (MAP-21) – Funding there are seven goals to establish national performance measures for Fed Highway Program.
- Federal Highway Administration (FHWA) – Uses the seven goals and develop series of goals
- Transportation Performance Management (TPM) – utilizes the performance measures set by the pre-determined goals of FHWA.

One of the goals is safety performance based off five highlighted areas ranging from fatalities to non-motorist fatalities and serious injury. Mr. Ulrich showed all five categories are trending in the wrong directions. WSDOT has implemented a policy of Target Zero by 2030. He identified two options for MPOs to achieve the WSDOT target.

Ms. Young asked if the Safe Streets for All solely internal or consulted out. Mr. Ulrich stated an RFP was sent out and a consultant has to adopt the plan by spring as well as doing other community engagement efforts throughout the city.

No additional comments.

10 Metropolitan Transportation Plan Update: Work Items in Development

Mr. Lien explained that the long-range plan is the region's future vision for the multimodal transportation system. Horizon 2045 is the current long-range plan, adopted by the SRTC Board in December 2021.

Mr. Lien identified needs assessment items that will be undertaken as part of the next plan update. He explained Smart mobility and system resilience and asked the committee for related work or projects that SRTC should be coordinating with. Please contact Mr. Lien directly if there are any items that have not been identified and should be highlighted. He reviewed the 2024 timeline for each quarter. He also reviewed the major MTP components that will be part of the broader plan update work over the next two years. Ms. Young offered that GU has done work with climate resiliency that should be looked at.

11 Agency Update and Future Information Items

- Mr. Lien thanked outgoing TAC members Charlie Wolff and Todd Coleman.
- Mr. Lien stated there were nine applications for the five available seats on the TAC.
- Mr. Fletcher will be the new SRTC liaison for the TAC meetings in 2024.

No additional comments

12 Adjournment

There being no further business, the meeting adjourned at 4:12pm.

Angel Jackson, Recording Secretary

To: Transportation Advisory Committee

01/17/2024

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM1 – SAFETY TARGETS

Requested Action:

Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.

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.
- Federal regulations also require MPOs to set targets for their respective planning areas.
- The following five statewide safety performance measures are set annually and use a five-year rolling average:
 1. Number of fatalities
 2. Rate of fatalities per 100 million VMT (vehicle miles traveled)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of non-motorized fatalities and non-motorized serious injuries.
- To set a target, MPOs must either agree to support the State DOT target or establish a numerical target specific to the MPO planning area.
- In February 2023 the SRTC Board approved a resolution agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for safety.
- Target Zero 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 Board will be asked to take action on safety targets on 02/08/2024.

Board/Committee Discussions:

The TAC previously made a recommendation to the SRTC Board regarding safety targets in January 2023. Targets in the other two performance categories are set on four-year cycles. On 12/20/23 the TTC and TAC discussed safety targets and the Board received a presentation for information and discussion on 01/11/24.

Public Involvement:

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

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

To: Transportation Advisory Committee
 From: Mike Ulrich, Principal Transportation Planner
 TOPIC: **REGIONAL SAFETY ACTION PLAN - UPDATE**

01/17/2024

Requested Action:

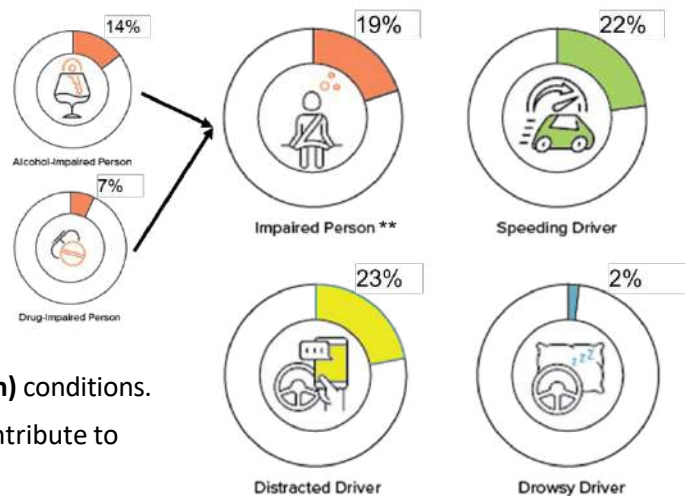
None. For information and discussion.

Key Points:

- SRTC applied for, and was awarded, funding through USDOT’s Safe Streets and Roads for All grant program to develop a regional safety action plan.
- An RFP was issued, and a consultant was selected by a scoring committee which included representation from the TAC and TTC.
- SRTC coordinated with the selected consultant team led by Kittelson and Associates to develop a scope, schedule, and work plan.
- Decision points throughout the development of the plan will be informed by a Steering Committee made up of member agency staff and a TAC member.
- Two of the major tasks in the project, data analysis and public involvement, are summarized below.
- Analysis specific to the jurisdictions with most of the fatal and serious injury crashes is included as an **Attachment**.

Regional Findings

- Fatal and serious injury (FSI) crashes are increasing.
- One third of the fatal crashes and one fifth of the serious injury crashes were due to **run-off-road** (also known as road departure) crashes. Within this dataset, 91% of the run-off-road crashes were also **single-vehicle** crashes.
- **Pedestrian** and **motorcycle** crashes are the two next most common FSI crash types, comprising approximately 20% and 16% of the FSI crash population, respectively.
- 2023 pedestrian and bike FSI crashes (Jan – Oct) are **already trending higher than 2022**.
- 24% of bicyclists involved in FSI crashes are **younger than 20**.
- 51% of pedestrian crashes happen in **dark (streetlights on)** conditions.
- Speeding, distracted drivers, and impaired persons all contribute to approximately 20% of FSI crashes.



Supporting Information

TOPIC: REGIONAL SAFETY ACTION PLAN

Regional Trends

City	Bicyclist	Motorcycle	Pedestrian	Vehicle-Only	Total
City of Spokane	36	95	151	197	479
Unincorporated	8	54	18	176	256
Spokane Valley	12	40	31	73	156
Airway Heights	1	2	8	6	17
Liberty Lake	0	1	1	2	4
Cheney	0	0	0	3	3
Medical Lake	0	0	0	2	2
Deer Park	0	1	0	0	1
Fairfield	0	0	0	1	1
Millwood	No Fatal or Serious Injury Crashes				
Rockford					
Latah					
Spangle					
Waverly					
Total	57	193	209	460	919

Data Source: Washington State Department of Transportation Data. Fatal and serious injury crashes from 2018 to 2022 (5 full years)

Local Trends

City of Spokane

- 70% of the region’s pedestrian and bicyclist crashes occurred in the City of Spokane.
- 41% of the region’s crashes involving an impaired person occurred in the City of Spokane.
- 57% of the region’s FSI crashes involving a bicyclist younger than 20 years old occurred in the City of Spokane.

Unincorporated Spokane County

- 38% of the region’s FSI vehicle-only crashes are in unincorporated areas. Vehicle-only crashes account for 69% of this area’s FSI crashes.
 - 53% of FSI run-off-road crashes are in unincorporated areas. Within these areas, run-off-road crashes are responsible for 46% of the fatal crashes and 41% of the serious injury crashes.
 - Lane departure crashes have been increasing steadily since 2019.

City of Spokane Valley

- 29% of FSI crashes involving a bicyclist younger than 20 years old are in the City of Spokane Valley.
- 25% of FSI impaired crashes are in the City of Spokane Valley.

City of Airway Heights

- 8 pedestrian crashes
- 6 vehicle-only crashes
- 2 motorcycle crashes
- 1 bicyclist crashes
 - Of the 17 FSI crashes, 11 had contributing factors related to human behavior. Of these 11 crashes, seven involved distracted driving.
 - Distracted driving had the largest impact on pedestrians, affecting three of the five pedestrian crashes.

To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
TOPIC: TAC Member Orientation

01/17/2024

Requested Action:

None. For information only.

Key Points:

- This agenda item will provide an overview of SRTC and its planning and decision-making processes.
- SRTC serves federal and state roles for regional transportation planning. At the federal level, SRTC is the Metropolitan Planning Organization (MPO) for the planning area of Spokane County. It is also a federally designated Transportation Management Area (TMA). These designations are based on population. At the state level, SRTC serves as the Regional Transportation Planning Organization (RTPO) for the Spokane County planning area.
- Core functions of SRTC include updating the region's long-range transportation plan every four years, administering a Transportation Improvement Program and Calls for Projects, and facilitating a continuing, comprehensive, and coordinated transportation planning process among its member agencies. SRTC has 19 member agencies.
- SRTC's policy decisions are made by its Board of Directors, with input provided by two committees—the Transportation Advisory Committee (TAC) and the Transportation Technical Committee (TTC).
- Staff will present an overview of the agency and the role of TAC members.

Board/Committee Discussions:

In the past, staff have periodically provided an SRTC overview as new committee members are seated.

Public Involvement:

All TAC meetings are open to the public.

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