DATA Project

TTC Meeting

Agenda Item 6 | Page 10

April 24, 2024

Requested Action

Recommend the SRTC Board acknowledge the DATA Project has been delivered satisfactorily and release the updated travel demand model for planning use.

Project Implementation

+Task 1: Household Travel Survey

+Task 2: Passive Data

+Task 3: Traffic Counts

Task 4: Model Updates

+Task 5: Land Use Allocation Tool

Task 6: Online Data Hub

Previous Discussion

- XXXX: Model Documentation Released
- March TTC Meeting:
- April 10:
- April 11-24:

Household Travel Survey

- data necessary for a credible, analytically valid travel demand model
- benefits beyond the travel demand model – useful for other regional and local planning applications too
- helps policymakers understand region-specific travel behaviors

Deliverable: Final Report + Data Tables

SPOKANE REGIONAL
TRANSPORTATION STUDY
SPOKANE REGIONAL TRANSPORTATION COUNCIL | 421 W Riverside Ave Suite 500 | Spokane WA 99201

<Letter Date>

<First and last name/City name resident>
<Street Address 1>
<Street Address 2>
<City, State < #####>

The Spokane Regional Transportation Council (SRTC) is inviting you to participate in the Spokane Regional Transportation Study. We are conducting this survey to collect accurate information about residents' day-to-day travel throughout the region.

By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your input will have a big impact because only a limited number of households have been invited to participate in the survey. Follow the instructions below to sign up today. Your voice can shape the future of your community.

Signatory
Signatory Title
Spokane Regional Transportation Council

GET STARTED TODAY — INVITATION ACCESS CODE: XXXXXXXXX

OPTION 1 — If you own a smartphone, download the smartphone app rMove™ and sign up → Tell us about your travel for 7 Days → Receive $XX per adult after completing the survey

OR

OPTION 2 — If you don't own a smartphone, sign up at SpokaneTransportationStudy.com or call 1-XXX-XXX-XXXX → Tell us about your travel for 1 Day → Receive $XX per household after completing the survey

You can also participate in Russian, Spanish, Vietnamese, and Chinese by calling XXX-XXX-XXXX toll-free.

РУССКИЙ – Приглашаем Вас пройти опрос на тему используемых способов передвижения. Приняв участие в этом опросе, Вы поможете улучшить транспортную инфраструктуру в своем сообществе. После полного прохождения опроса в знак благодарности мы отправим Вам подарочную карту. Для регистрации посетите веб-сайт SpokaneTransportationStudy.com или позвоните по номеру XXX-XXX-XXXX.

ESPAÑOL – Lo(a) invitamos a responder una encuesta sobre cómo viaja usted. Al participar, puede ayudarnos a mejorar las opciones de transporte de su comunidad. Una vez que haya respondido la encuesta, le enviaremos una tarjeta de regalo a modo de agradecimiento. Para inscribirse, visite SpokaneTransportationStudy.com o llame al XXX-XXX-XXXX.

TIẾNG VIỆT – Chúng tôi mời quý vị hoàn thành một cuộc khảo sát về cách quý vị đi chuyển. Bằng việc tham gia khảo sát này, quý vị có thể giúp chúng tôi cải thiện các lựa chọn về giao thông trong cộng đồng của quý vị. Sau khi quý vị hoàn thành khảo sát, chúng tôi sẽ gửi cho quý vị một thẻ quà tặng để thay lời cảm ơn. Để đăng ký, xin vui lòng truy cập SpokaneTransportationStudy.com hoặc gọi XXX-XXX-XXXX.

中国人 – 我们邀请您完成关于您旅行方式的调查。通过参与本研究，您可以帮助我们规划未来要如何改进您所在社区的交通道路。在您完成调查后，我们会寄给您一张礼品卡，以表示感谢。如需参与，请访问SpokaneTransportationStudy.com或致电XXX-XXX-XXXX。

Learn more at SpokaneTransportationStudy.com or by calling 1-XXX-XXX-XXXX

Passive Data

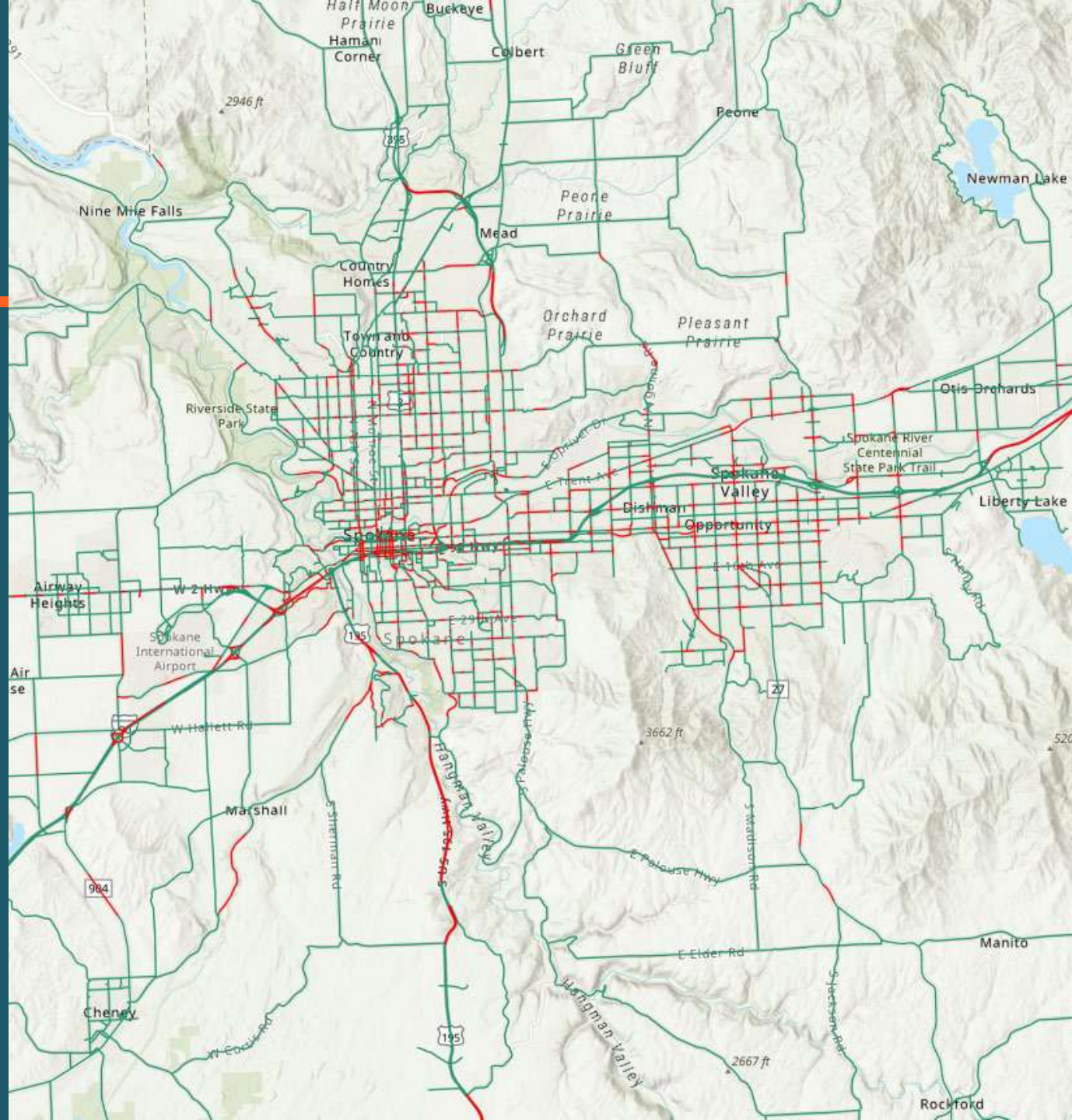
- cost effective data source to compliment smaller sample HHTS
- supports SRTC's responsibilities to monitor and report on regional system performance trends

Deliverable: Final Report + TAZ Level OD Data

Traffic Counts

- necessary for travel demand model validation
- needed to address gaps in data currently available from partner agencies

Deliverable: Traffic Count Dataset



Land Use Allocation Tool

- streamlines land use data inputs to the travel demand model
- makes more frequent model updates possible
- tool to help agencies allocate their future population and employment projections to TAZs
- keeping land use information more current was a need expressed by several stakeholders

Deliverable: python scripts

Travel Demand Model Updates

- Used to forecast future travel behavior
- Can be used to evaluate how investment choices will impact future conditions
- Central to regional long range planning efforts
- Can be post processed for use at different resolutions

Stakeholder Informed Updates

	Travel Demand Model Update	Priority	Method	Data
4.1	Initial Network Assessment	Complete		X
4.2	Update Model Zones and Network	Essential		X
4.3	Model Updates			
4.3	*a-Update trip gen and attraction submodels by purpose*	Essential	X	X
4.3	*b-Update/calibrate trip dist to HHTS and passive data*	Essential	X	X
4.3	*c-Use HHTS to recalibrate mode choice*	Essential	X	X
4.3	*d-Use HHTS & other data to add modes or segmentation to mode choice*	Walk & Bike Split Out		
4.3	*e-Update special generators trip gen*	Essential	X	X
4.3	*f-Update external trip tables from passive data and set future growth*	Essential		X
4.3	*g-Update truck treatment to passive-data-based truck pivot model or QRFM*	Done	X	X
4.3	*h-update node and link VDF and delay treatments*	Done	X	X
4.4	Reporting Functions	Essential	X	
4.5	Final Calibration and Validation	Essential	n/a	X
4.5	Documentation	Essential	n/a	
4.7	Training	Essential	n/a	

Key new feature and changes summary

- 2022 base year calibrated to HTS and Passive Data
- 2050 horizon year
- Updated TAZ structure
  - includes rationalizing connectors per best practice
- Mode choice now has walk and bike modes
- Truck submodel added
- Refined VDF responsive to link and intersection details
  - Includes ability to impute or manually enter details
- New traffic count data set
- Rationalized user interface
  - Includes advanced scenario management features

Model validated especially well on roads

- Road volume group 2022 daily validation

TABLE 54: ESTIMATED VERSUS OBSERVED TRAFFIC BY VOLUME GROUP

VOLUME GROUP	OBSERVATIONS	TOTAL COUNT	PCT ERROR	PCT RMSE	MAX DESIRABLE PCT RMSE
AADT <5k	411	1,032,130	29.76%	87.36%	45% - 100%
AADT 5-10k	275	2,044,401	6.09%	43.31%	35%-45%
AADT 10-15k	164	1,979,911	1.41%	34.42%	27%-35%
AADT 15-20k	86	1,492,566	0.62%	25.46%	25%-30%
AADT 20-30k	86	2,016,826	-2.49%	21.54%	15%-27%
AADT 30-40k	10	339,304	-4.99%	17.97%	15%-25%
AADT 40-50k	6	260,812	-4.55%	13.64%	10%-20%
AADT >50k	2	121,638	-7.91%	9.64%	10%-19%
Areawide	1,040	9,287,588	4.10%	38.33%	35%-45%

I-90 all counted locations:
< 9% RMSE and < 3% absolute error

Model validated reasonably well on transit also

- Modeled 2022 Daily Transit Trips by Purpose

TABLE 59: DAILY MODELED VS OBSERVED TRANSIT BOARDINGS (UNLINKED TRIPS)

PURPOSE	TRANSIT TARGETS	ESTIMATED	DRV TRANSIT	WALK TRANSIT	DIFFERENCE	PERCENT DIFFERENCE
HBW	3,011	3,307	1,288	2,019	296	10%
HBC	1,644	1,820	492	1,328	176	11%
HBO	8,251	8,651	0	8,651	400	5%
HBR	4,087	3,979	0	3,979	-108	-3%
HBSch	514	514	0	514	0	0%
NHB	4,302	4,667	6	4,661	365	8%
Total	21,809	22,938	1,786	21,152	1,129	5%

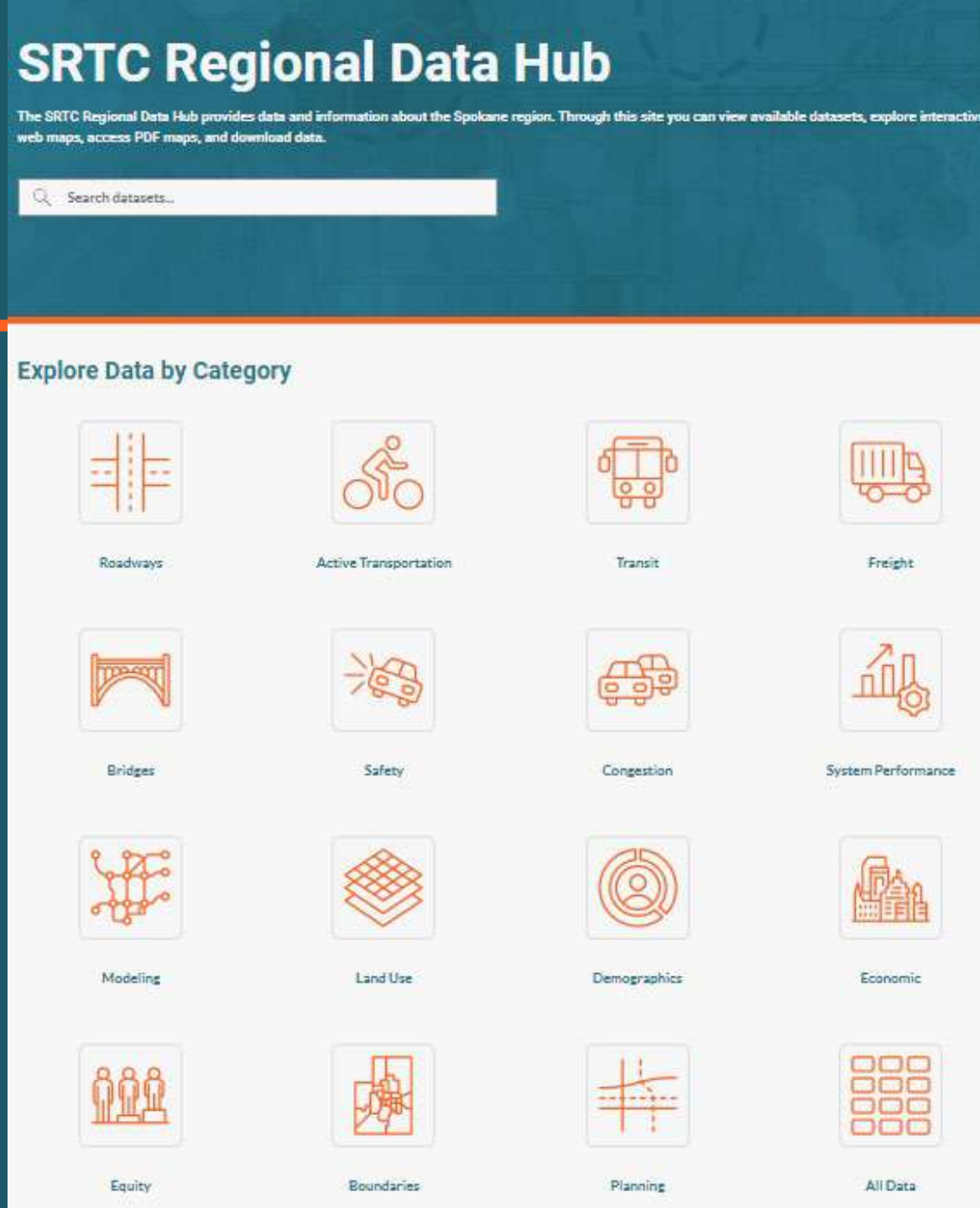
Potential future enhancements include…

- Explicit work-from-home/telecommute submodel
- Transit forecasting features (e.g. ‘auto sufficiency” market segmentation) supported by an on-board survey
- Explicit college student and K-12 student treatments supported by campus-access surveys
- Added refinement of special generators (e.g. FAFB)
- Built-in HCM service level assessment reporting
- A regional coordinated traffic count program

Online Data Hub

- supports SRTC's public information obligations
- data visualization helpful for policy makers
- makes extremely technical model outputs consumable by non-technical audiences

Deliverable: Website (Data Hub + Data Visualizer)



Next Steps

- Friday: All deliverables made available on SRTC Data Hub
- April 10: Model Training
- May TTC Meeting: Recommend resolution acknowledging project delivered according to scope

Requested Action

Recommend the SRTC Board acknowledge the DATA Project has been delivered satisfactorily and release the updated travel demand model for planning use.

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

Special Transportation Planning Agreement: VMT Reduction

Transportation Technical Committee

Ryan Stewart, Principal Transportation Planner

Agenda Item 7, page 11

Action

April 24, 2024

Action

Recommend Board authorize execution of the Special Transportation Planning Study Agreement.

Washington State Department of Transportation

VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023

Agreement

Special Transportation
Planning Study Agreement
Work by Planning Organization - Actual Cost

Plan Review and Certification Process
INSTRUCTION MANUAL

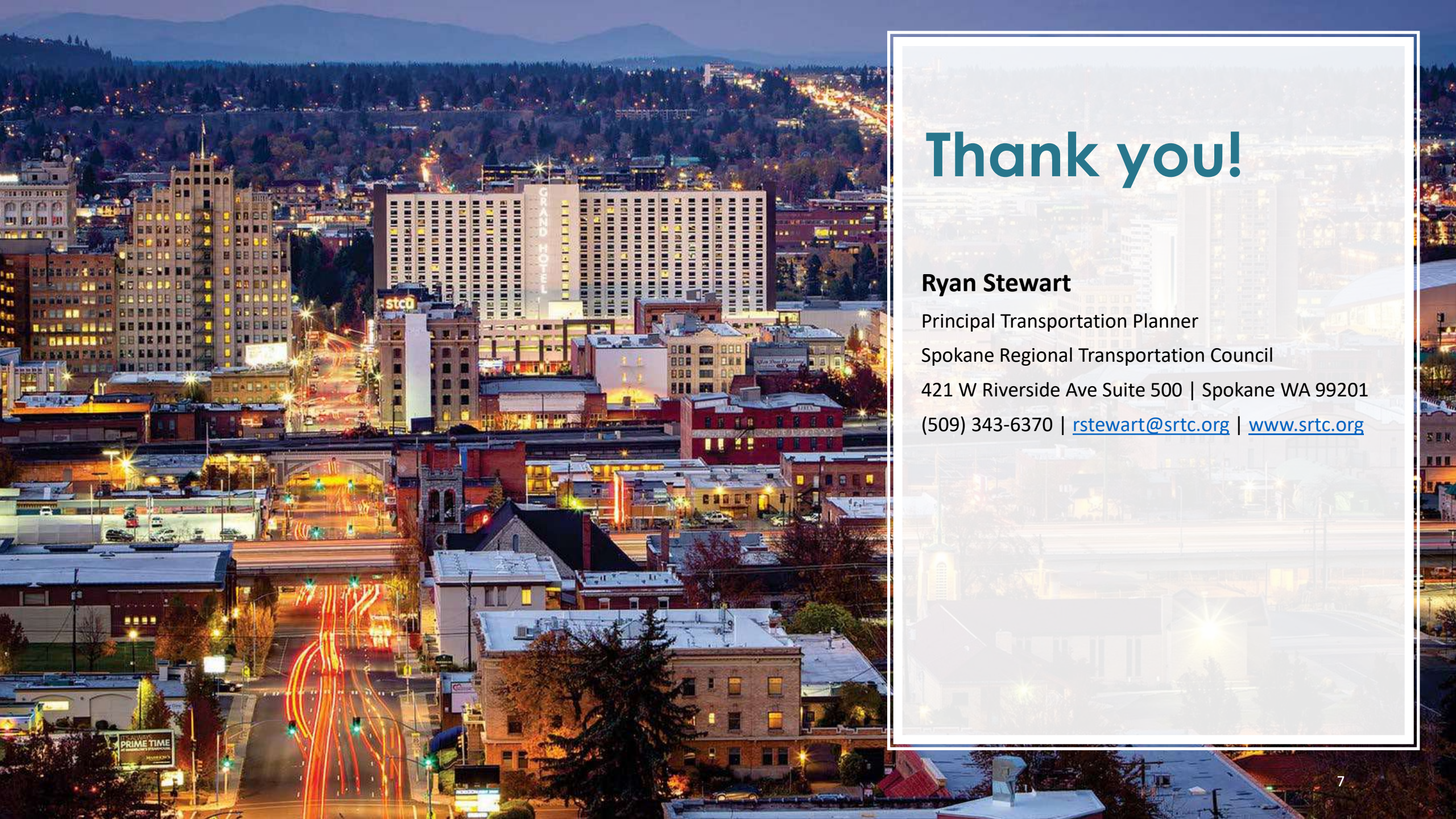
Approved by the SRTC Board on September 10, 2015

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

This instruction manual provides guidance to the County and to local jurisdictions on how to meet Horizon 2040 and RCW,

Action

Recommend Board authorize execution of the Special Transportation Planning Study Agreement.



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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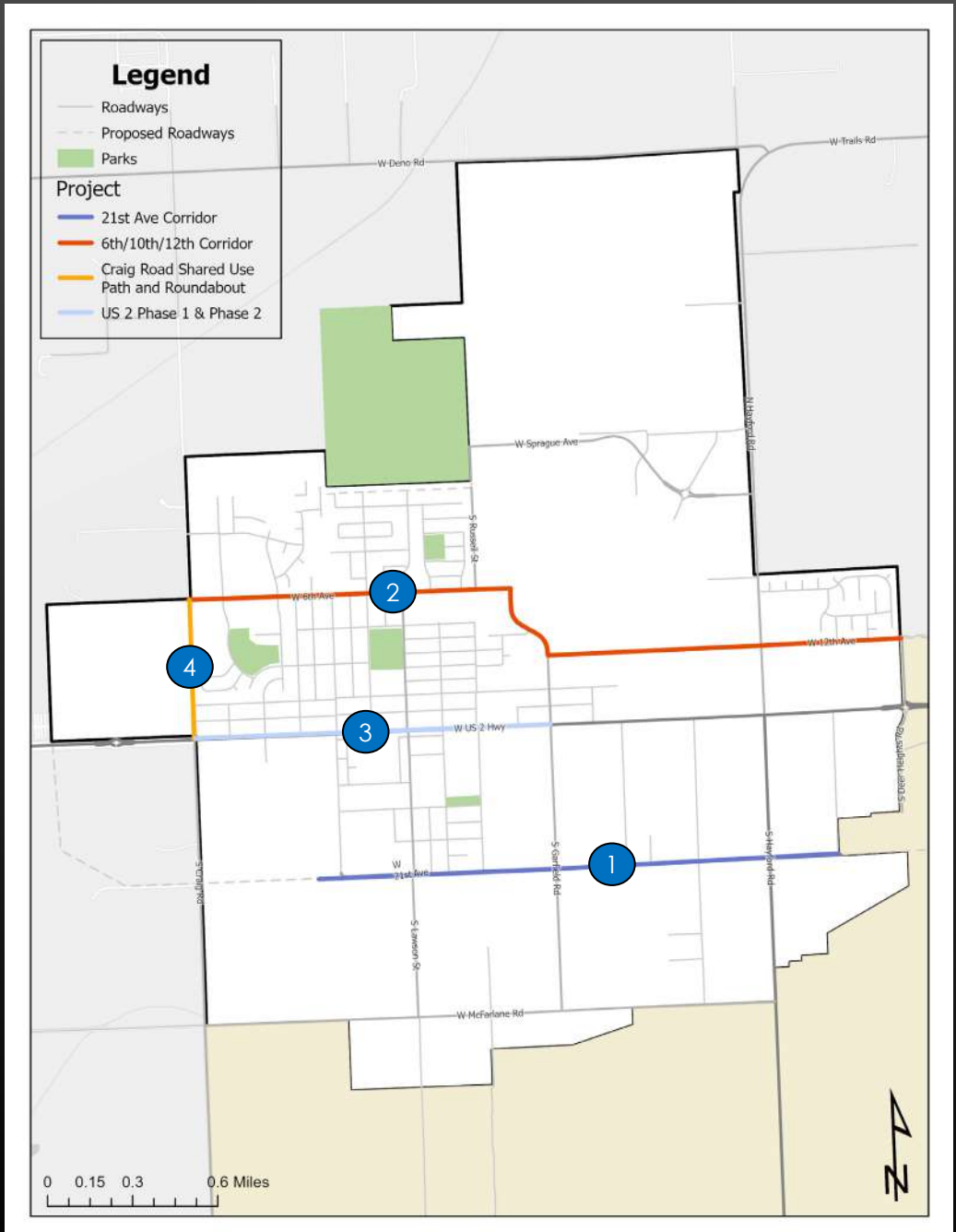
(509) 343-6370 | rstewart@srtc.org | www.srtc.org

CITY OF AIRWAY HEIGHTS TRANSPORTATION PRIORITIES APRIL 24, 2024

PRESENTATION

HEATHER TRAUTMAN, PLANNING DIRECTOR



PRIORITY OVERVIEW

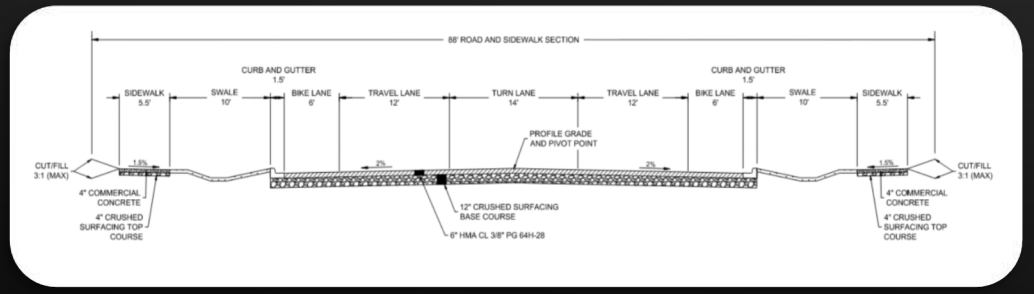
1. 18TH & 21ST CORRIDOR
2. 6TH/10TH/12TH CORRIDOR PROJECT
3. U.S. HIGHWAY 2, PHASES I & II
4. CRIAG ROAD

City Transportation Project Goals

- *Develop Multimodal Routes w/emphasis on STA Accessibility*
- *Provide Choices to FHWA-Designated Historically Disadvantaged Community*
- *Improve Mobility and Safety, Reducing Demands on U.S. Highway 2*
- *Promote Alternative Routes for Freight, Emergency Services, and Fairchild*
- *Promote a City identity that offers employment and workforce housing*

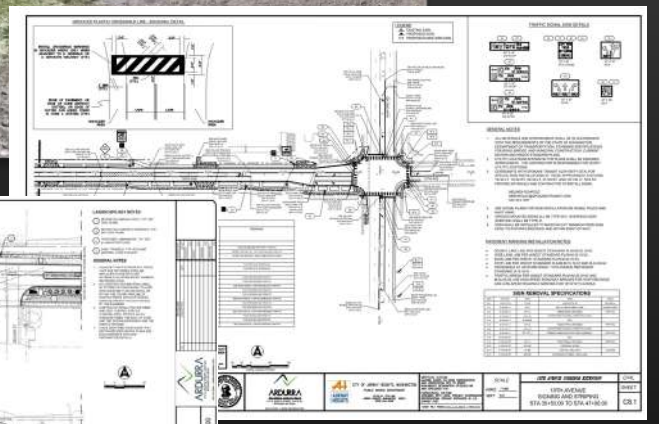
18TH/21ST CORRIDOR (FREIGHT ROUTE)

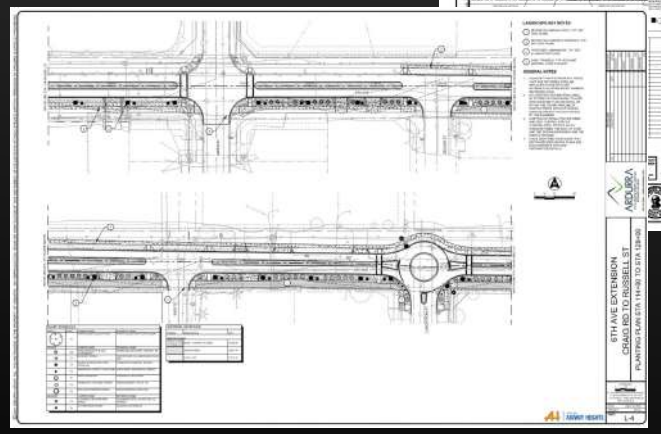
- Industrial & Commercial Corridor, U.S. Highway 2 to Spotted
  - Access 1,000s of Acres New Commercial/Industrial
  - Reduce Demands along U.S. Highway 2, Improve Performance & Safety
  - Alternative Route for Freight, Fairchild, & Emergency Services
  - Highlighted Project, Horizon 2045 (Unfunded Project)
- Phase I. Garfield Road to Hayford Road
  - $9 Million FMSIB Grant Applied, 2024
  - Desired Construction Target, Year 2026 to 2028
- Phase II. Hayford to Garfield
  - Anticipated Costs $6 to $7 Million
  - Desired Construction Target, Year 2028 to 2030
- Phases II to III, U.S. Highway 2 to Garfield Road
  - Anticipated Costs $15 to $20 million
  - Desired Construction Target, Year 2030 to 2035



6TH/10TH/12TH CORRIDOR (MULTIMODAL ROUTE)

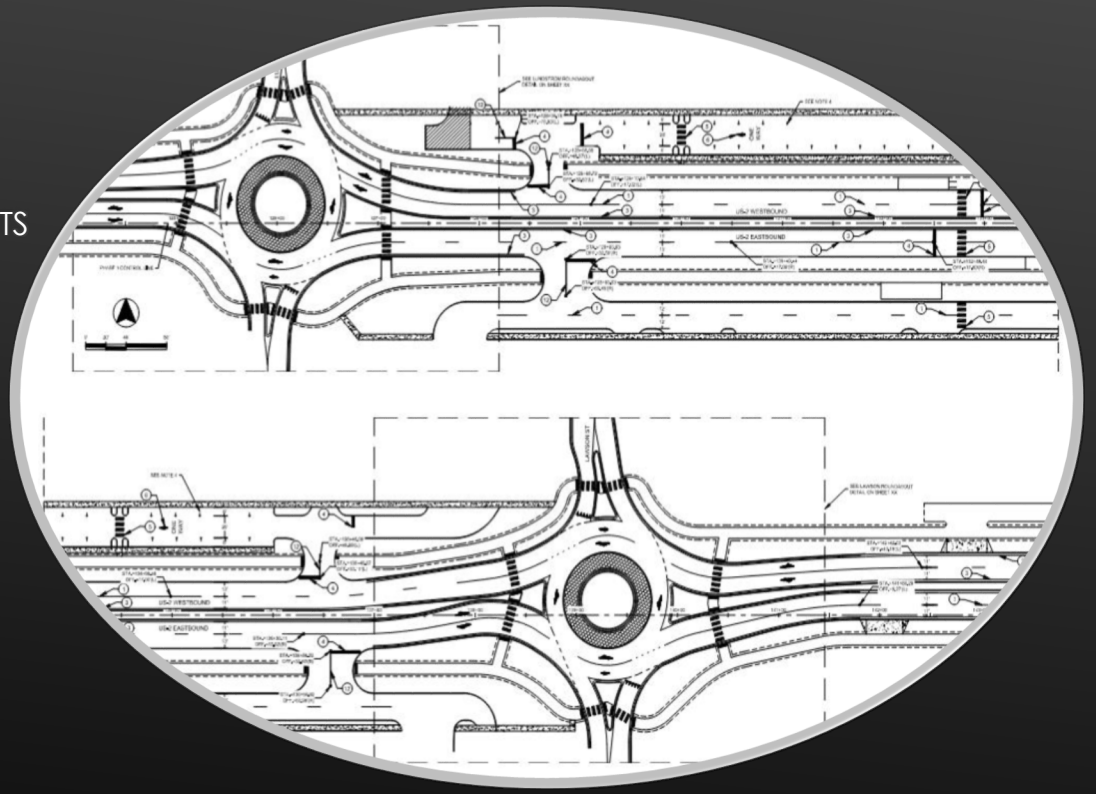
- Residential & Commercial Corridor, Garfield to Deer Heights
  - Access Existing Residential & 1,000s of Acres New Commercial
  - Improve Access to Spokane Tribe & Kalispel Tribe Sites
  - Reduce Demands along U.S. Highway 2, Improve Performance & Safety
  - Alternative Route for Fairchild & Emergency Services
  - Unified List of Regional Transportation Priorities
- Phase I. 10th Avenue, Garfield Road to Hayford Road
  - Multimodal Route (Includes STA Transit)
  - $5 million Project (Fully Funded), Construction 2024
  - Kalispel Tribe & TIB Project Partners
- Phase II. 6th Avenue, Criag Road to Russell Street
  - Multimodal Route (Includes STA Transit)
  - $6 million Project (Fully Funded), Construction 2024
  - STA, TIB, FMSIB, & Private Development Project Partners





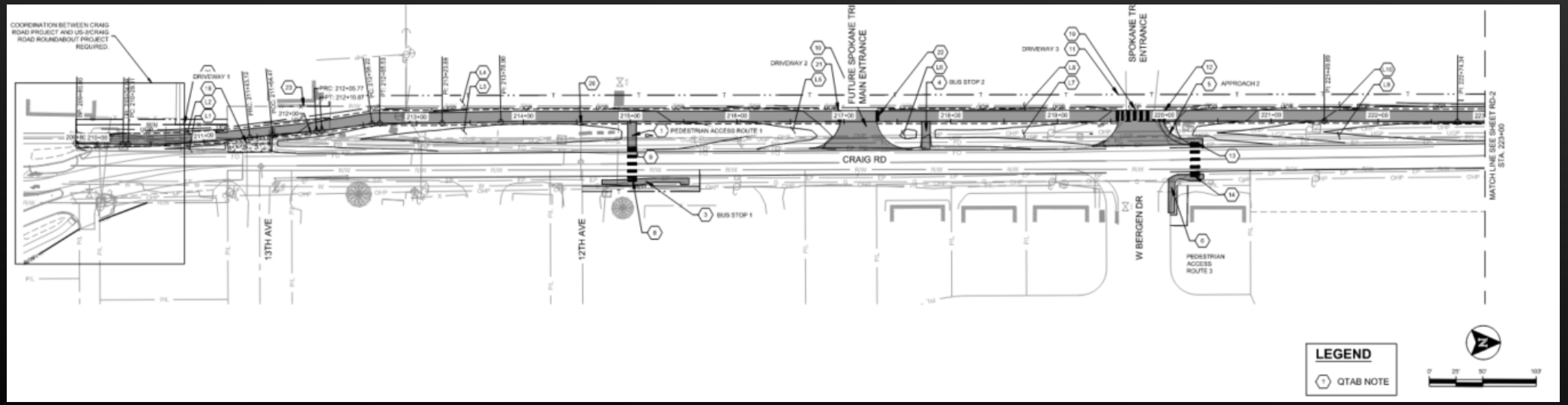
U.S. HIGHWAY 2, PHASE I & PHASE II

- Multimodal Highway improvements, Craig to Garfield
  - Improve Active Transportation Facilities
  - Increased Accessibility to Transit, Including Future BRT
  - Unified List of Regional Transportation Priorities
  - Establish a Reimagined Focus/Center for HDC City
- Both Projects In Design
  - $3 million Design Fees, Funded SRTC/STBG & WSDOT SWCC Grants
  - Phase I Construct Lundstrom To Lawson, Target 2026 - 2028
  - Phase II Construct Graig to Lundstrom & Lawson to Garfield, Target 2028 - 2030



CRAIG ROAD MULTIUSE PATHWAY

- ACTIVE TRANSPORTATION & STA TRANSIT ACCESS, 6TH AVE TO U.S. HIGHWAY 2
  - $1.19 MILLION PATHWAY
  - TIB, CITY, AND SPOKANE TRIBE PARTNERSHIP
  - TRANSPORTATION CHOICES FOR HDC AREAS
  - IMPROVE ACCESS TO STA REROUTE
  - FUTURE PHASE, EXTEND TO 1ST AVE & FUTURE SCHOOL



QUESTIONS?

THANK YOU ON BEHALF OF AIRWAY HEIGHTS AND ARDURRA

Carbon Reduction Program (CRP) and Surface Transportation Block Grant (STBG) Funding for Cheney

Transportation Technical Committee

Ryan Stewart, Principal Transportation Planner

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Information & Discussion

April 24, 2024

Purchase

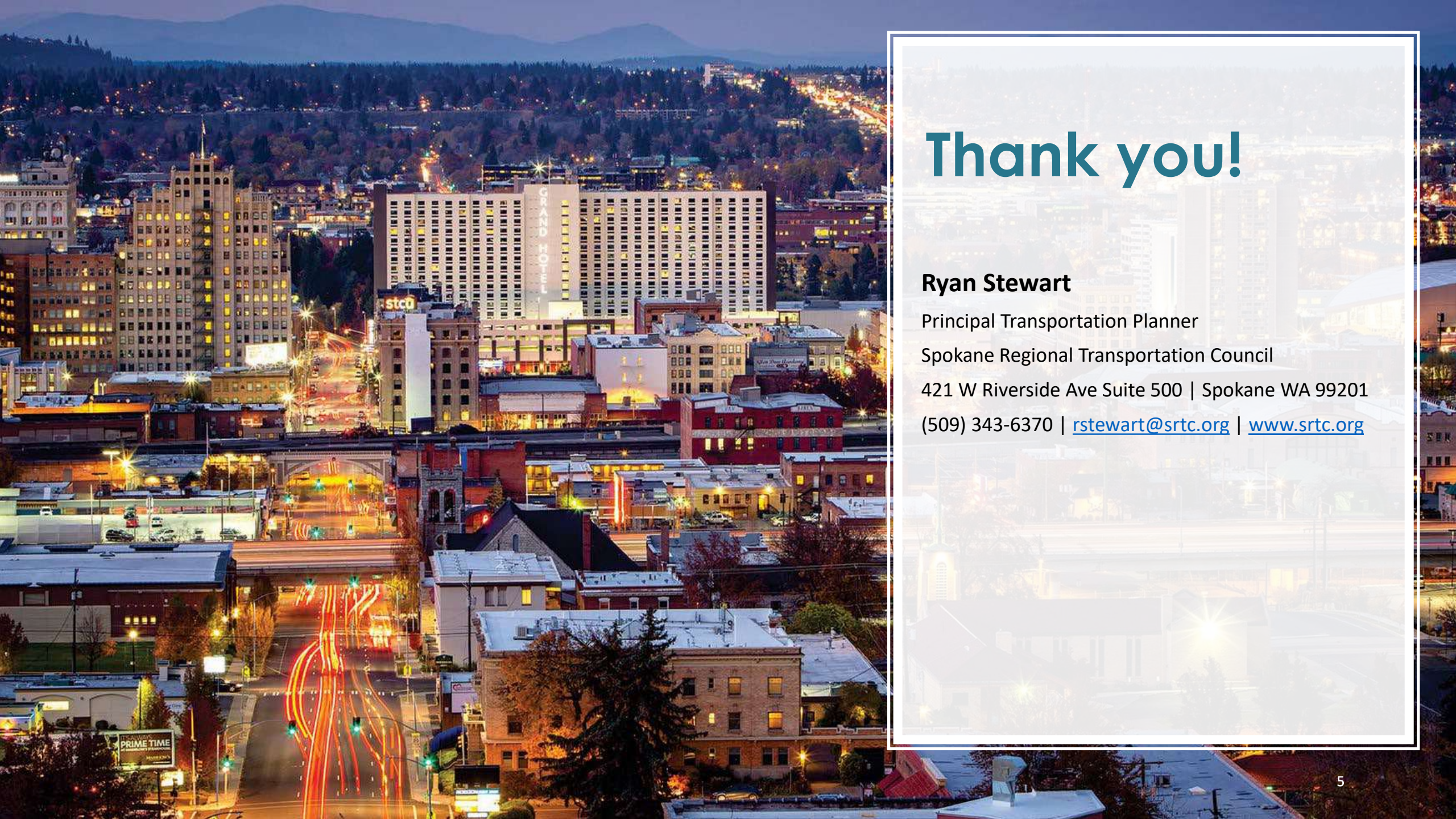
Item	Quantity
2024 Ford F150 Lightning XLT	4
2023 Ford Mach E	1
2023/2024 Polaris UTV	2
Solar Power Charging Canopy	1

Carbon Reduction

Carbon Monoxide (CO)	1.7 kg/day
Carbon Dioxide (CO_2)	41.4 kg/day
Particulate Matter (PM)	negligible

Proposed Award

Funding	Amount
CRP	$237,559
STBG	$113,126
Local Match (13.5%)	$54,731
Total	**$405,416**



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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Guiding Principles and the Metropolitan Transportation Plan Update

TTC

Agenda Item 10 | Page 21

Jason Lien

April 24, 2024

What is the Metropolitan Transportation Plan?

- What we want our regional transportation system to look like during the planning horizon.

- What we're going to do to support that outcome.

Economic Vitality
Operations Maintenance Preservation
Cooperation & Leadership
Stewardship
Quality of Life
Safety & Security

New - Equity Guiding Principle

- Outgrowth of Equity Planning Framework
- Recommendations adopted by Board in Dec. 2022
- Formalize consideration of equity in SRTC's planning processes

SRTC

Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.[1] The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.[2]

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.[3]

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.[4]

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

[1] Washington State Department of Transportation, "Open Your Equity Lens", accessed October 14, 2022, https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf
[2] Washington state office of Financial Management, "Diversity, equity and inclusion – Glossary of equity - Washington," accessed October 14, 2022, https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommit/DEIGlossaryofEquityRelatedTerms.pdf
[3] "The Transportation Planning Capacity Building Program, "What is Equity in Transportation," Transportation Equity – Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

Equity Draft

Social equity and environmental justice issues should be considered as the Spokane region makes transportation planning decisions that will impact lives for generations. SRTC maintains that all people, regardless of their demographic characteristics or barriers they may face, should have safe, dependable, and accessible transportation infrastructure that connects to resources and opportunities and enables them to reach their full potential. As such, differences in the transportation system should not be predicted by race, class, or any other identity.

In Chapter 2, SRTC defines potentially transportation disadvantaged communities in terms of low income, disability status, lack of vehicle access, age dependency, minority status, and limited English proficiency. Transportation disadvantaged residents are present throughout Spokane County in both urban and rural environments, and statewide data indicates that these demographics are disproportionately represented as pedestrian victims in fatal and serious injury crashes. SRTC also considers vulnerable populations as defined in RCW70A.02.010.

Equity Draft Policies

7A. Tailor outreach to vulnerable and transportation disadvantaged communities as part of our planning and programming processes. Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy including tailored outreach.

7B. Work to meet established safety targets and address fatal and serious injury crashes by supporting projects that build complete streets, mitigate modal conflict, and foster improved safety in areas where vulnerable and transportation disadvantaged residents make up a large share of the population.

Equity Draft Policies

7C. Ensure that all people can reap the benefits of a transportation network that connects them to key economic and quality of life destinations by addressing multimodal connectivity gaps and improving access to activity centers for transportation disadvantaged communities.

7D. Consider environmental justice and health disparities by referring to federal and state evaluation tools alongside local data.

2024 MTP Timeline

	2024 Q1	2024 Q2	2024 Q3	2024 Q4
Kick-off smart mobility & resiliency				
CMP complete				
RSAP complete				
Begin modal analyses				
Kick-off needs assessment summary				
Final drafts for smart mobility & resiliency				

MTP Adoption in November 2025

Next Steps

- Discuss with SRTC Board
- Consider additional adjustments to Guiding Principles
- Make adjustments (as needed) and return to committees

Comments / Questions

Jason Lien

jlien@srtc.org

509.343.6370

SFY 2024-2025 UPWP, Amendment 1

Transportation Technical Committee

Eve McMenamy, Deputy Executive Director

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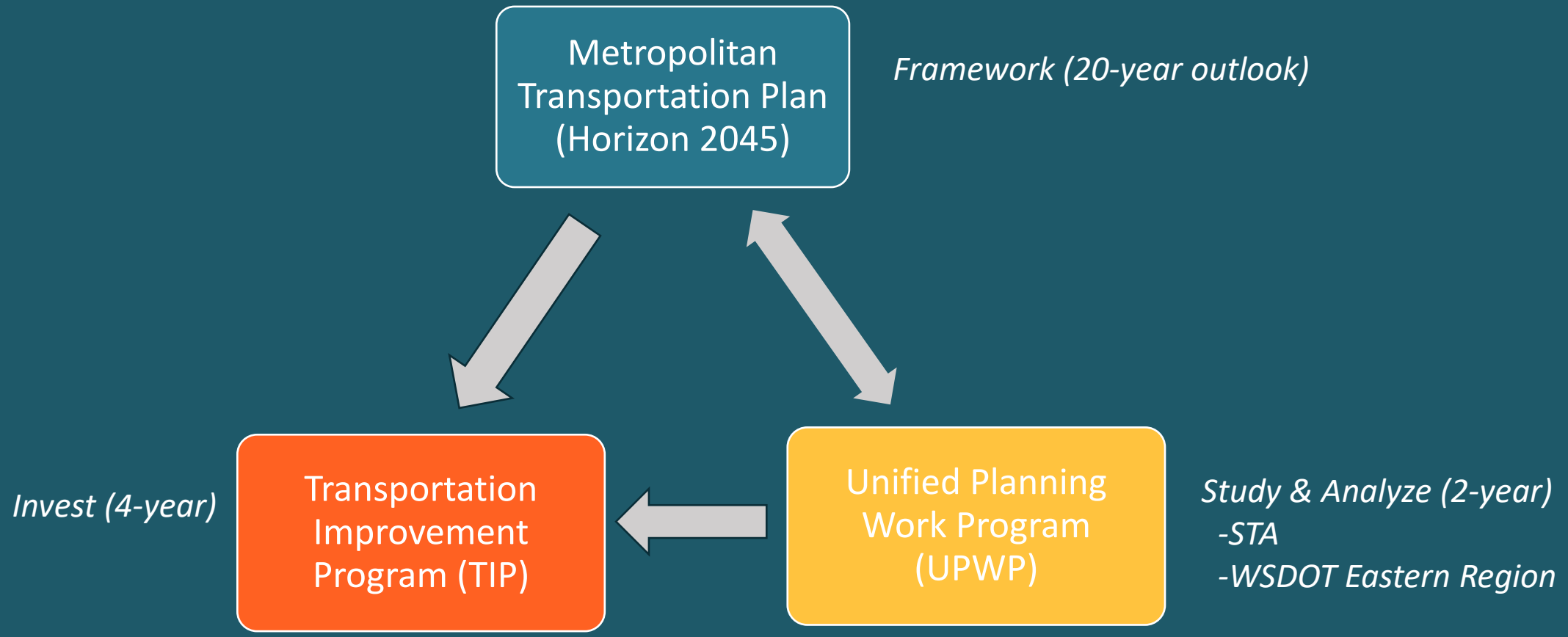
Information

April 24, 2024

Unified Planning Work Program- Relationship to other regional plans



Amendment 1- Content

- Develop VMT Target & Framework and address funding

- Update the Regional Commute Trip Reduction (CTR) Plan
- Clarify language regarding safe & accessible transportation (2.5%)
- Include WSDOT Eastern Region planning activities

Next Steps/ Questions

- Board information item - May
- Committee action item - May
- Board action item - June