SFY 2024-2025 UPWP, Amendment 1

TAC Committee

Lois Bollenback, Executive Director

Agenda Item 6, page 6

For Action

May 22, 2024

Amendment 1- Content

- New, updated DATA project budget information- page 11

- Clarify language regarding safe & accessible transportation (2.5%)- page 15
- Develop VMT Target & Framework and address funding- page 17
- Update the Regional Commute Trip Reduction (CTR) Plan- page 17
- Include WSDOT Eastern Region planning activities- pages 21-23

Next Steps/ Questions

- TTC & TAC action item- May
- Board action item – June

Item 5A

2025-2030 Transit Development Plan Update

Purpose:

For Information.

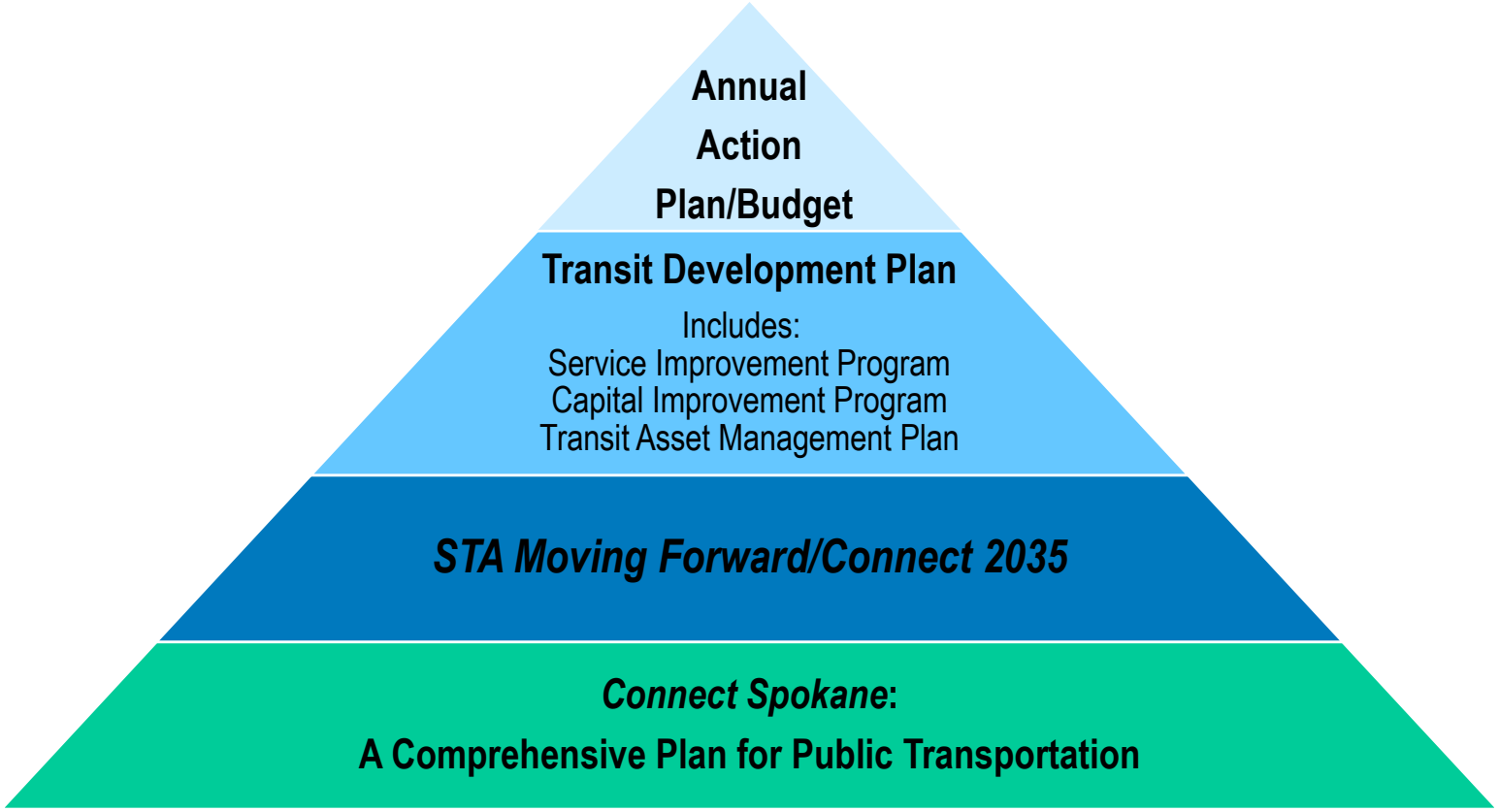
Transit Development Plan (TDP)

- The TDP is a mid-range plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency.
- TDP is a six-year plan
- Plan contains six sections
  - Agency Information
  - Previous Year in Review
  - Mid-Range Tactical Framework
  - Service Improvement Program (SIP)
  - Capital Improvement Program (CIP)
  - Operating and Financial Projections

State Requirements: RCW 35.58.2795

- State law requires transit agencies to submit a six-year TDP plan with the following components:
  - Information describing how a transit agency intends to meet state and local long-range priorities for public transportation
  - A description of capital improvements and significant operating changes planned for the transit agency's system
  - A financial plan
- The current adopted 2024-2029 TDP may be viewed on STA's website
  - https://spokanetransit.com/projects-plans/transit-development-plan

Hierarchy of STA Plans

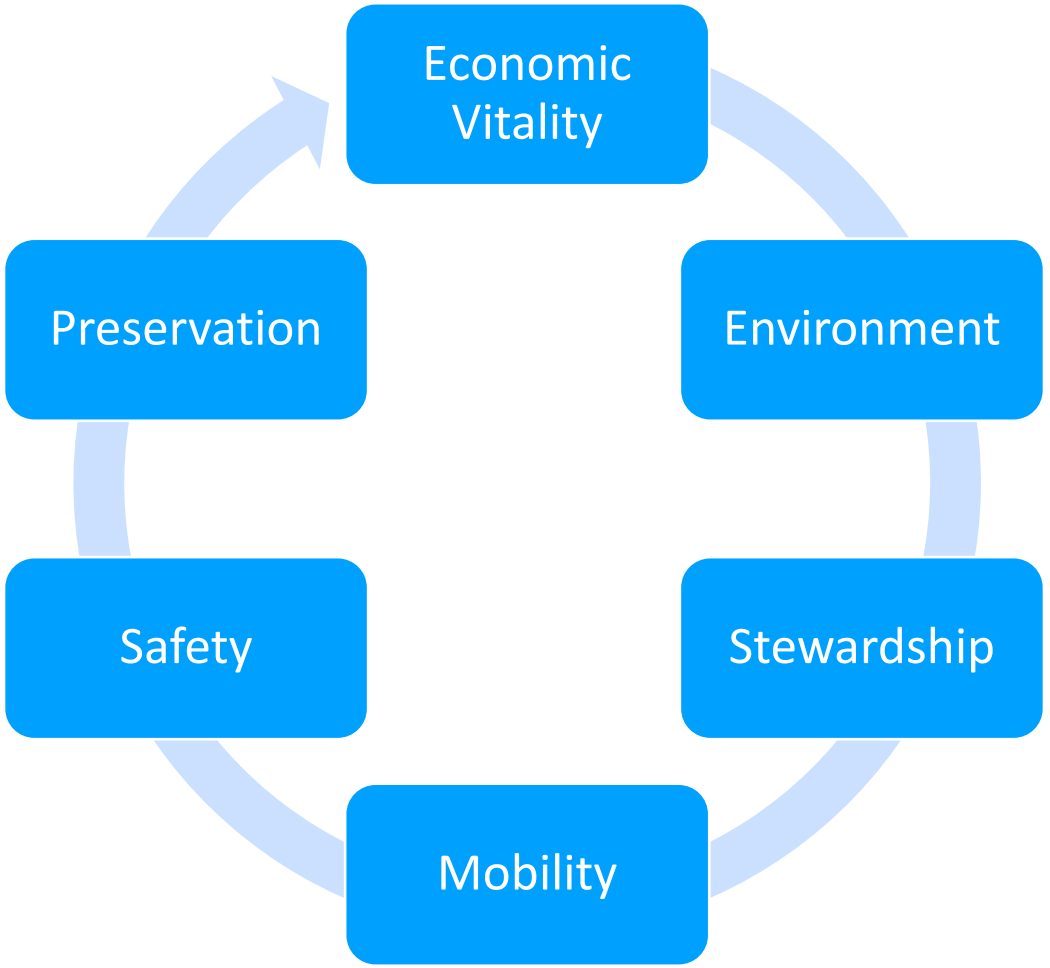


2025-2030 Mid-range Tactical Framework

- In 2023, the STA Board of Directors set forth the following tactical framework that reflects the goals established in Connect 2035:

Washington State Department of Transportation (WSDOT)

- The TDP is submitted annually to WSDOT
  - Updates on the development of STA's various transit activities
  - Used as a part of WSDOT's annual report to the State Legislature
- The TDP will demonstrate alignment of the tactical framework to Washington State's Transportation Policy Goals
- STA Planning staff will meet with WSDOT staff to present on the draft TDP in June



Service Improvement Program (SIP)

- Updated annually as part of the TDP
- Outlines planned Fixed Route service changes set to take place in 2025, 2026 and 2027
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

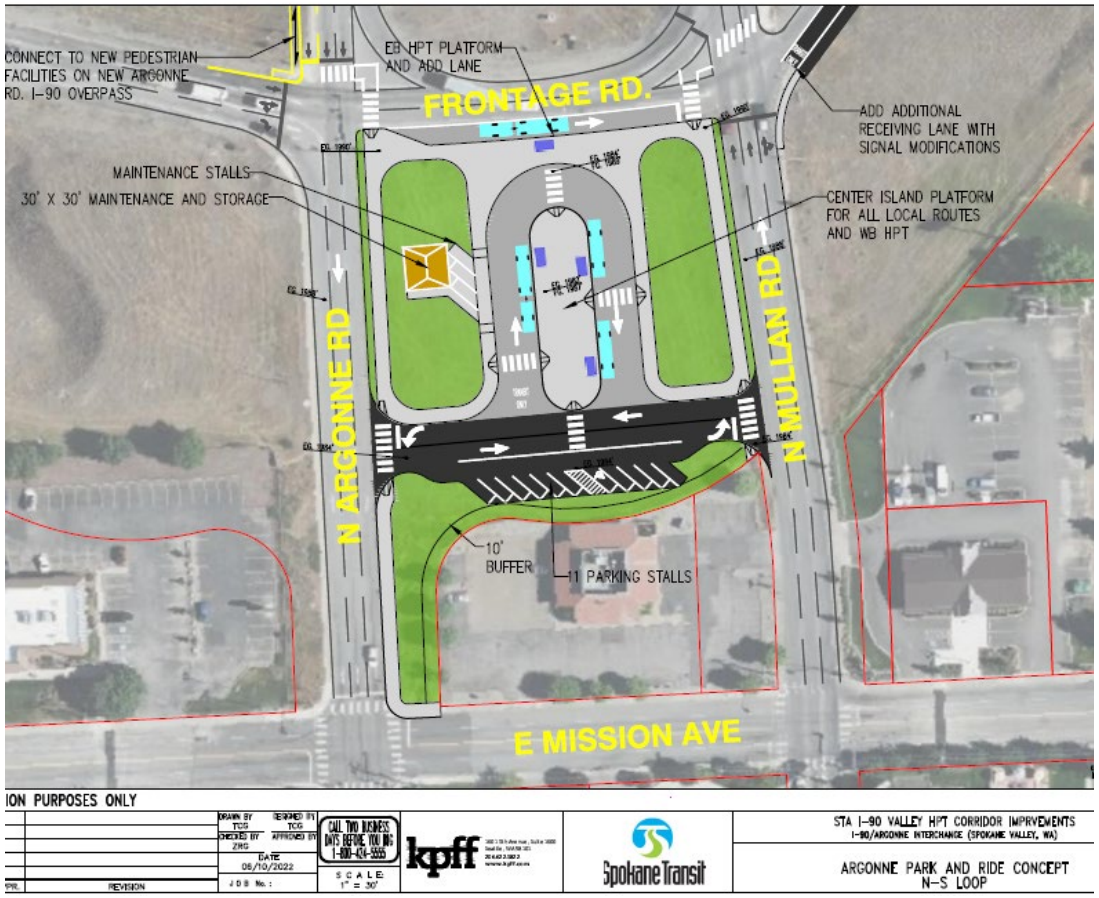
Capital Improvement Program (CIP)

- Updated annually as a part of the TDP
- Outlines planned capital expenditures for a six-year period through 2030
  - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants
- Informs process for projects to include in the TIP

Featured CIP/TIP Projects - Division Street Bus Rapid Transit (BRT)

- The Division Street BRT project will be the second BRT line in the region to deliver high-quality, fast, and frequent bus service along the Division Street corridor
- Based on DivisionConnects study completed in 2022

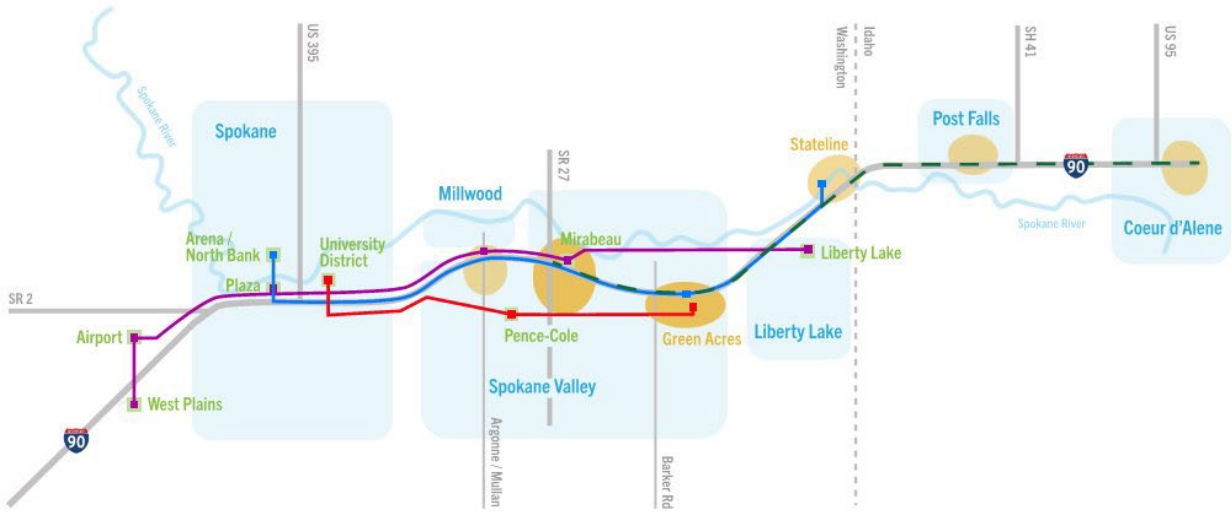
Featured CIP/TIP Projects - Argonne Station



- Argonne Station will provide a transit node where riders from the area can make connections to freeway-based services
- Up to 4 bus bays
- Exploring connections to new pedestrian facilities on Argonne overpass

Featured CIP/TIP Projects - 1-90/Valley HPT

- This High Performance Transit (HPT) route will support rapid growth throughout the I-90 corridor and benefit a significant number of Spokane County residents and employees who commute to Spokane County from Kootenai County.



FTA: Program of Projects (POP)

- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region.
  - 5307 Urbanized Area Program
    - Preventative maintenance funds
  - 5310 Enhanced Mobility Program
    - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
  - 5339 Bus and Bus Facilities Program
    - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans

Section 5310 Subrecipient Traditional Project: SNAP Neighbors on the Go

Operating and Financial Projections

- STA seeks to ensure its six-year program is fully funded
- Primary funding sources for capital and operating programs:
  - Voter-approved sales tax
  - Fare revenue
  - Federal Transit Administration formula funding
  - State formula grants
  - Project-specific grants awarded by FTA, SRTC, WSDOT
- Financial forecast assumes voters approve renewal by late 2028 of sales tax increase first approved in 2016
- Forecast is subject to annual review

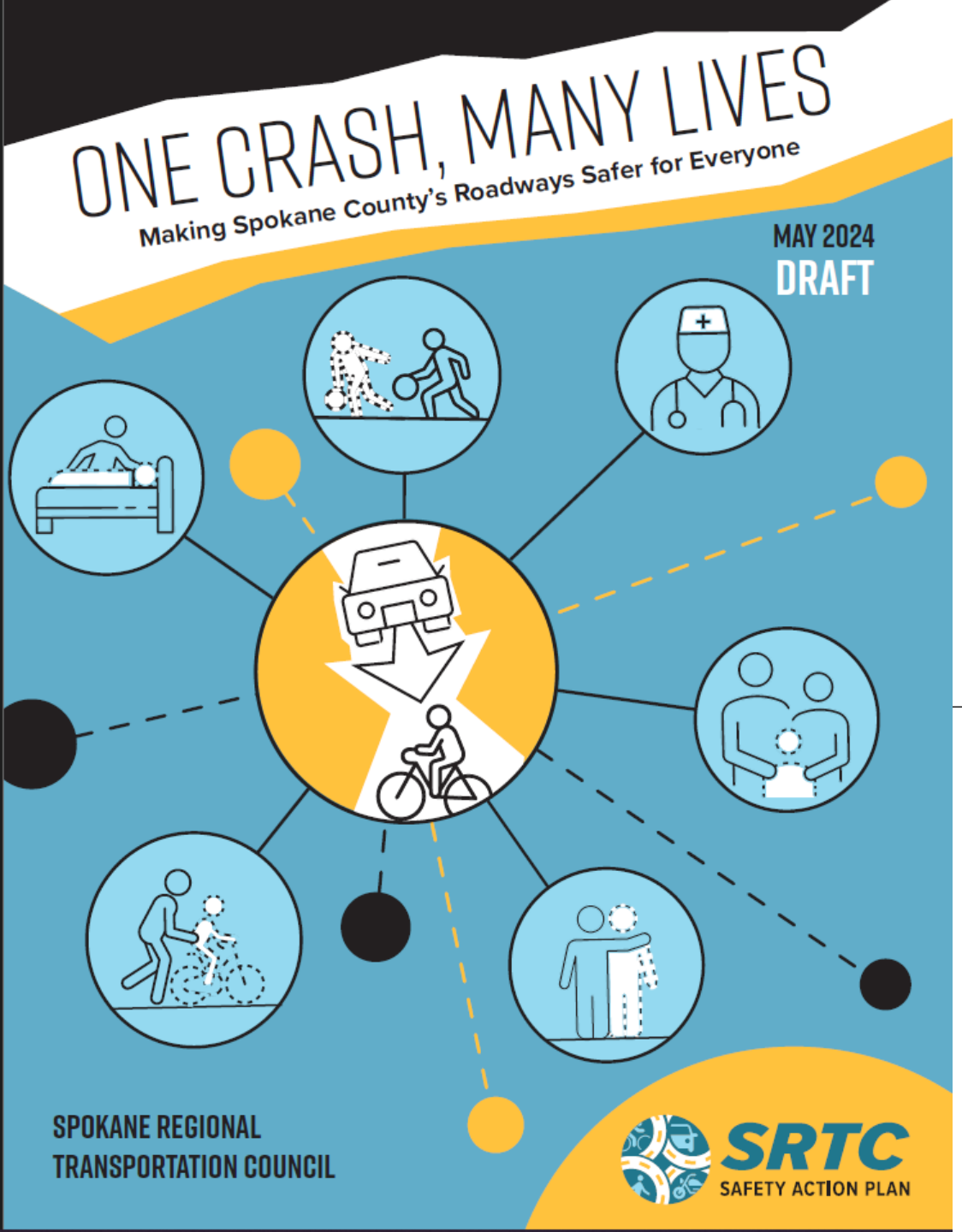
Outreach Activities

Date	Outreach Activity	STA Committees/Publications	External Stakeholders/Publications
April 2024	TDP Overview	Citizen Advisory Committee (CAC)	
May 2024	TDP Overview, upcoming public open house	STA Moving Forward Newsletter	Spokane Regional Transportation Council (SRTC) - Transportation Technical Committee (TTC) and - Transportation Advisory Committee (TAC)
June 2024	Draft TDP, upcoming public hearing notification	Citizen Advisory Committee (CAC), STA Website	Washington State Department of Transportation (WSDOT), virtual public meeting, drop-in public meeting, SRTC Board of Directors, Spokesman Review

- STA would like to extend an invitation for any representative who may also want to set up presentations during the public meeting on June 10, 2024, from 3-5 p.m. at the STA Plaza.
  - Please contact Madeline Arredondo at marredondo@spokanetransit.com.

Next Steps

- May 30, 2024 – STA releases the draft plan
- June 6, 2024 – Virtual public meeting
- June 10, 2024 – In-person public meeting at the Plaza
  - Partner agencies are welcome to leverage the event to share information on other complementary plans or projects
- June 20, 2024 – STA Board of Directors Public Hearing
- July 25, 2024 – STA Board action on final plan
- August 1, 2024 – Final plan distributed to SRTC, WSDOT and published online



DRAFT SAFETY ACTION PLAN

Spokane Regional Transportation Council
TAC/TTC

May 22, 2024

S|S
4|A

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

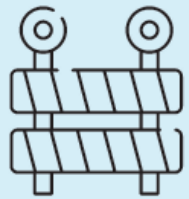
WHAT WENT INTO THE REGIONAL SAFETY ACTION PLAN?

Data: Evaluate data trends and use predictive analyses to help prevent future fatal and serious crashes.

Many community voices: Engaged with a steering committee, agency partners, and the Spokane community to understand barriers to safety, lived experiences, and concerns.

REGIONAL SAFETY ACTION PLAN

Strategy: Identified innovative, proactive, strategies and projects that address the key safety problems faced in the region.



Preparation for future safety investments: Set the region up for future investments in safety-related improvements.

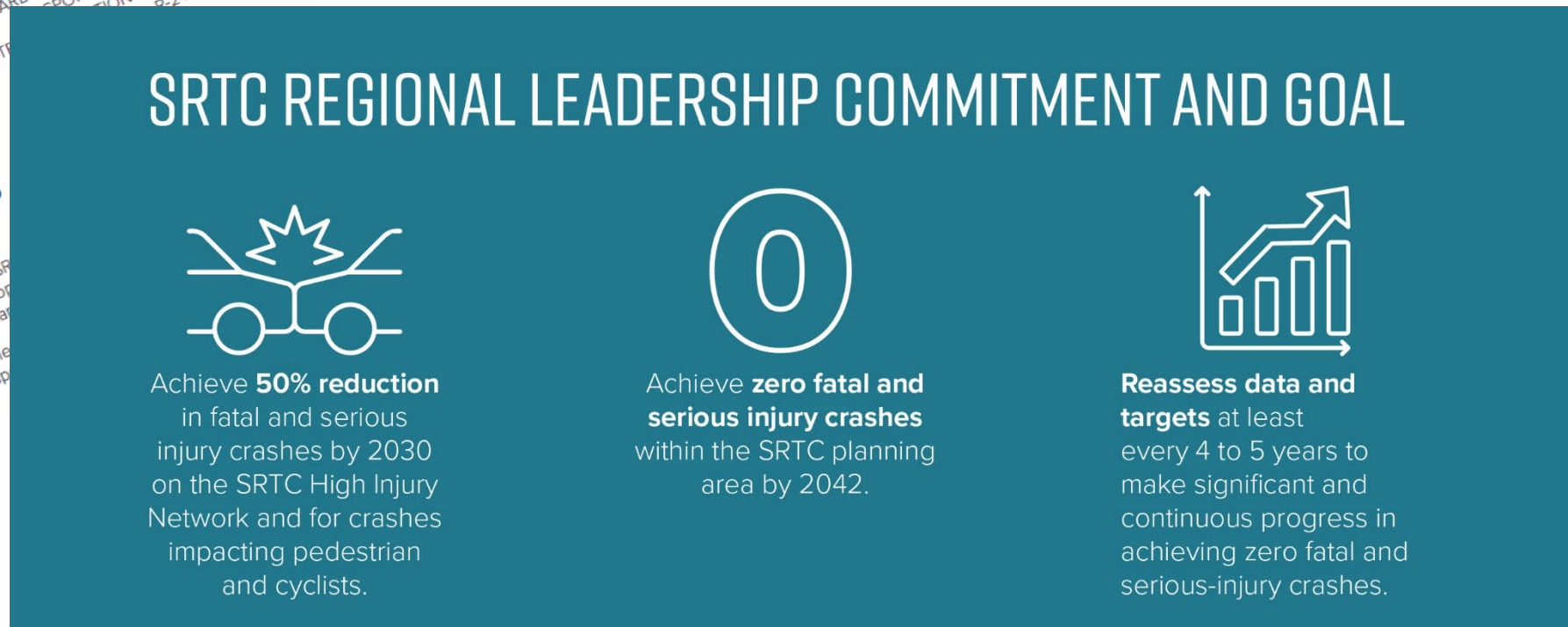
Leadership Commitment/Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

✓ **YES**

☐ **NO**



Planning Structure

☑ YES
☐ NO

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

ACKNOWLEDGMENTS

Agency Stakeholders

Daniel Baker, City of Spokane Valley*
City of Deer Park
Town of Fairfield
John Griffin, WTSC Vision Zero Task Force
Micki Harnois, Town of Rockford
Samantha Hennessy, Spokane Regional Health District*
Kalispel Tribe of Indians
Lisa Key, City of Liberty Lake
Town of Latah
Brett Lucas, City of Cheney
Inga Note, City of Spokane*
Kevin Picanco, City of Spokane
Tom Sahlberg, SRTC Tac Member*
Kyle Schiewe, City of Milwood
Town of Spangle
Spokane Tribe of Indians
Heather Trautman, City of Airway Heights
Nate Thompson, Spokane County*
Washington State Patrol
Washington State Department of Transportation
Washington State Transportation Commission
Town of Waverly
Sonny Weathers, City of Medical Lake
Lucas Yanni, Spokane Transit Authority*

Also on steering committee

Transportation Technical Committee

CHAIR: Heather Trautman, City of Airway Heights
VICE CHAIR: Barry Greene, Spokane County

Brett Lucas, City of Cheney
Lisa Key, City of Liberty Lake
Sonny Weathers, City of Medical Lake
Inga Note, City of Spokane
Kevin Picanco, City of Spokane
Colin Quinn-Hurst, City of Spokane
Adam Jackson, City of Spokane Valley
Jerremy Clark, City of Spokane Valley
Julia Whitford, Kalispel Tribe of Indians
Brandi Colyar, Spokane County
Jami Hayes, Spokane County
April Westby, Spokane Regional Clean Air Agency
Samantha Hennessy, Spokane Regional Health District
Karl Otterstrom, Spokane Transit Authority
Tara Limon, Spokane Transit Authority
Maria Cullooyah, Spokane Tribe of Indians
Char Kay, WSDOT-Eastern Region
Glenn Wagemann, WSDOT-Eastern Region
Mike Pea, WSDOT-Eastern Region

representing small cities/towns

Transportation Advisory Committee

CHAIR: Paul Vose
VICE CHAIR: Rhonda Young

Michael Ankney
John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Mark Johnson
Katie Melby
Tom Sahlberg
Bill White
Todd Williams
Kim Zentz

SRTC Board of Directors

CHAIR: Commissioner Al French, Spokane County
VICE CHAIR: Council Member Rod Higgins, City of Spokane Valley

Council Member Jennifer Morton, City of Airway Heights
Council Member Paul Schmidt, City of Cheney
Council Member Diane Pfaeffle, City of Deer Park
Mayor Cris Kaminskas, City of Liberty Lake
Mayor Terri Cooper, City of Medical Lake
Mayor Kevin Freeman, City of Millwood
Council President Betsy Wilkerson, City of Spokane
Council Member Kitty Klitzke, City of Spokane
Mayor Pam Haley, City of Spokane Valley
Daniel Clark, Kalispel Tribe of Indians
Major Employer Representative – Doug Yost, Centennial Real Estate
Rail/Freight Representative – Matt Ewers, IEDS
Small Towns Representative – Council Member Micki Harnois, Rockford
Commissioner Mary Kuney, Spokane County
E. Susan Meyer, Spokane Transit Authority
Council Member Tiger Peone, Spokane Tribe of Indians
Todd Trepanier, WSDOT-Eastern Region
Kelly Fukai, WA State Transportation Commission
Paul Vose, SRTC Transportation Advisory Committee Chair*
Heather Trautman, SRTC Transportation Technical Chair*

ex-officio (non-voting)

Safety Analysis

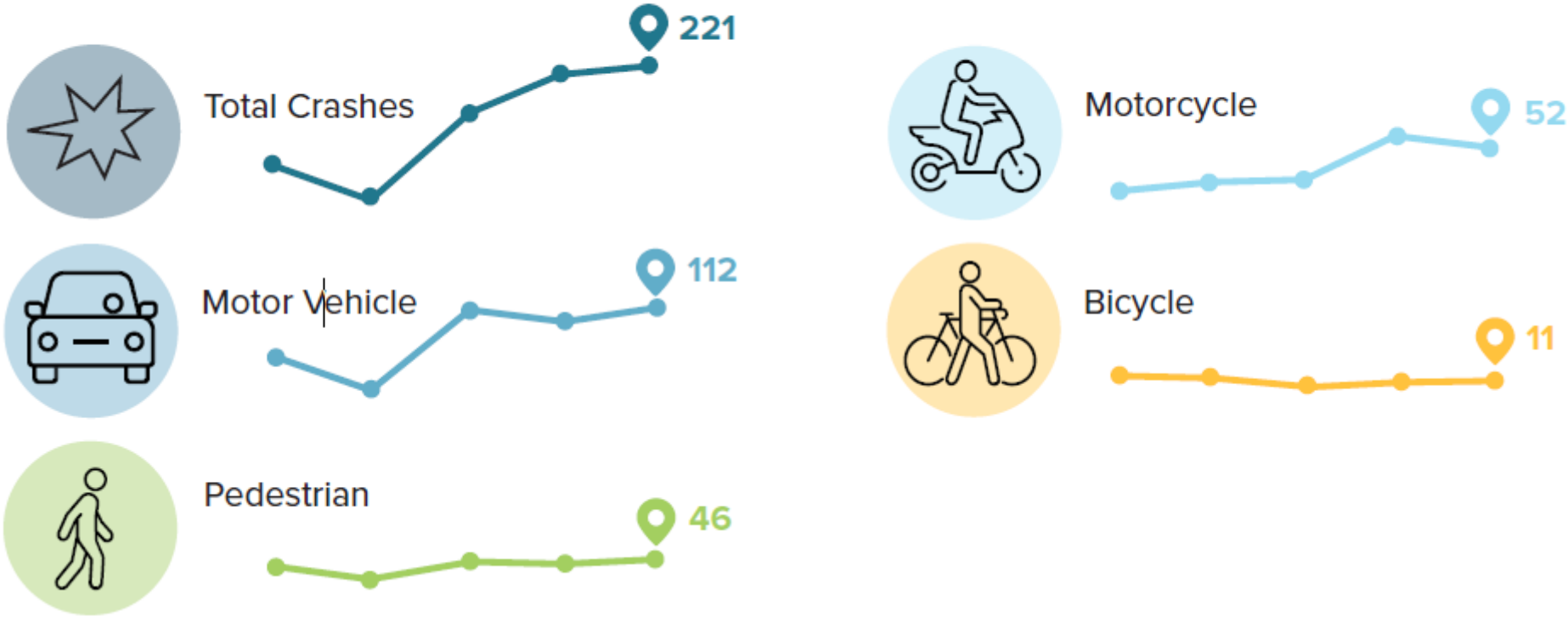
Does the Action Plan include **ALL** of the following?

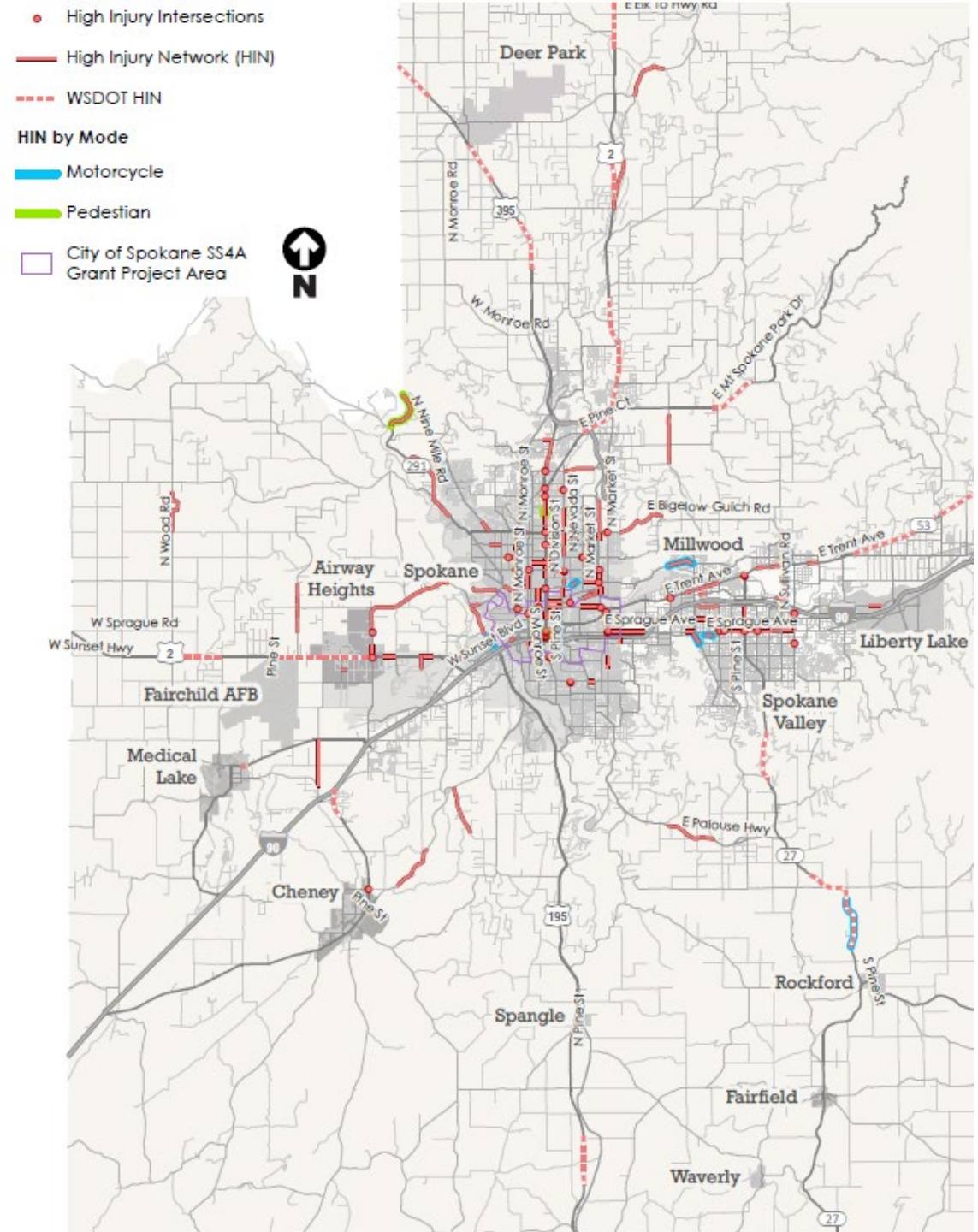
- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

✓ **YES**

☐ **NO**

SPOKANE COUNTY FATAL AND SERIOUS INJURY CRASHES BY MODE (2018-2022)

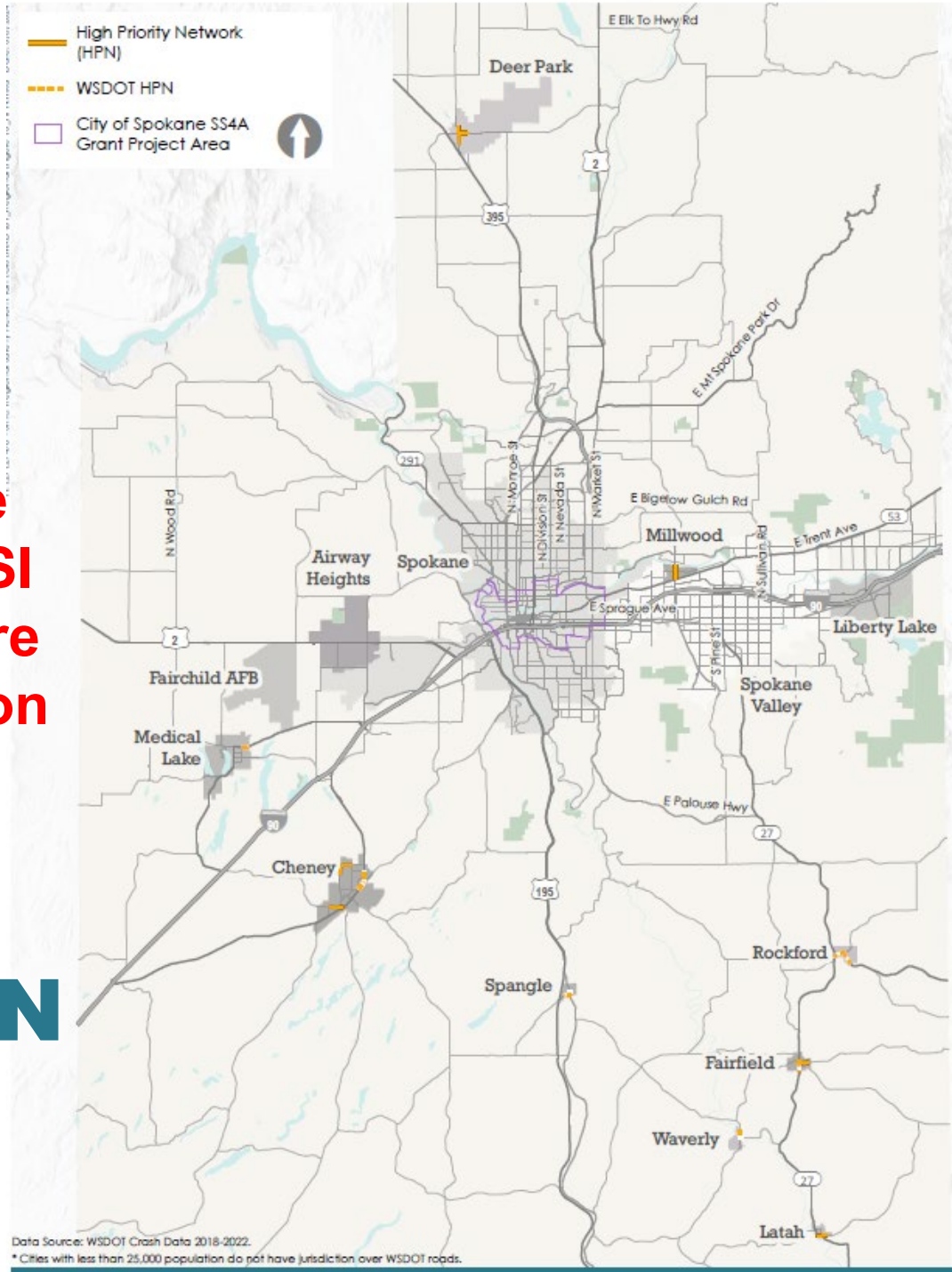




HIN

43% of the regions FSI crashes are captured on the HIN

HPN

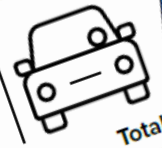


Member Pages

HIGH-INJURY NETWORK CORRIDORS

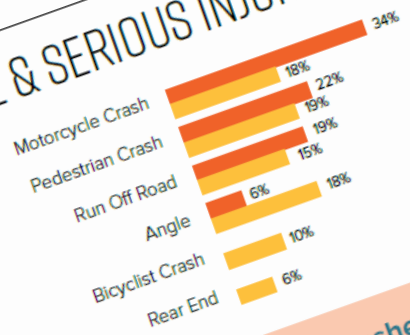
Full Name	To	From	Score	Fatal & Serious injury Crashes	Total Crashes	Length (mi)	Planned Projects
	Evergreen Rd	Adams Rd	543	5	48	0.71	Curbed median at west leg of Trent/Evergreen
e	University Rd	Evergreen Rd	497	4	101	1.53	
	Havana Rd	Fancher Rd	436	4	40	0.90	Two RRFBs and medians
	Farr Rd	Felts Ln	416	4	20	0.29	
	Broadway Ave	Sprague Ave	353	3	56	0.40	
	Argonne Rd	University Rd	326	3	29	1.00	
	Evergreen Rd	Sullivan Rd	324	3	27	0.50	
	lcDonald Rd	Evergreen Rd	324	3	27	0.48	Medians and left turn improvments
	ams Rd	Sullivan Rd	318	3	21	0.31	
	ie Rd	Argonne Rd	317	3	20	0.34	Medians and left turn improvments
	Ave	Broadway Ave					
	Ave	Sprague Ave					
		Argonne Rd					
		University Rd					
		University Rd					
		Flora Rd					

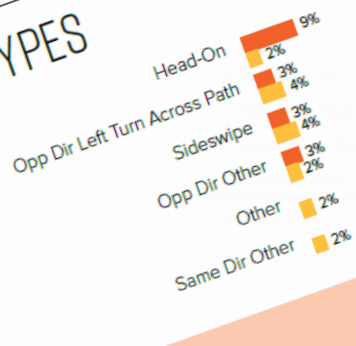
FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)



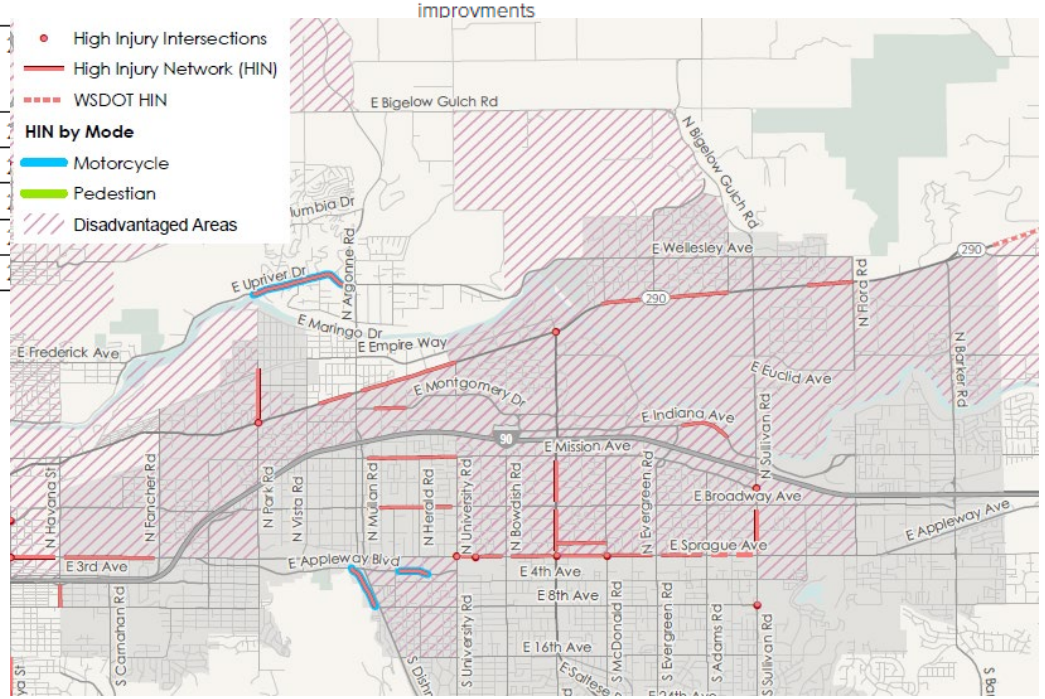
Crash Type	Total Fatal Crashes	Total Serious injury Crashes	Total Fatal & Serious Injury Crashes
Motorcycle	12	28	40
Bicyclist	0	12	12
Vehicle-Only	13	60	73
Pedestrian	7	24	31
TOTAL	32	124	156

FATAL & SERIOUS INJURY CRASH TYPES



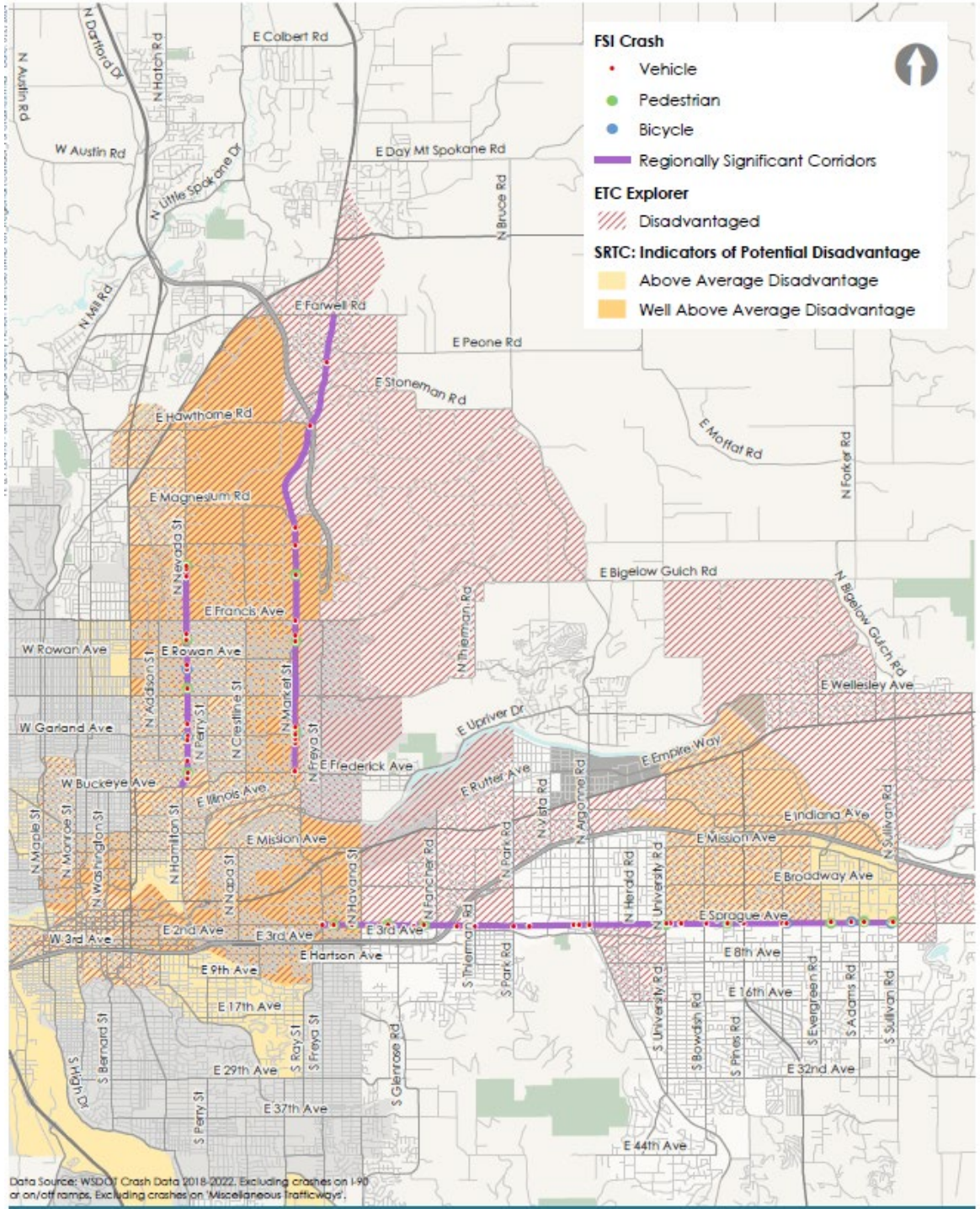


Fatal and Serious injury Crashes: Key Findings



Regional Corridors

- North Market/Haven
  - East Farwell to Euclid
- Sprague
  - Freya to Sullivan
- North Nevada
  - East Sharpsburg to North Foothills Drive



Engagement and Collaboration

✓ YES

☐ NO

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

WHAT WE HEARD FROM THE COMMUNITY

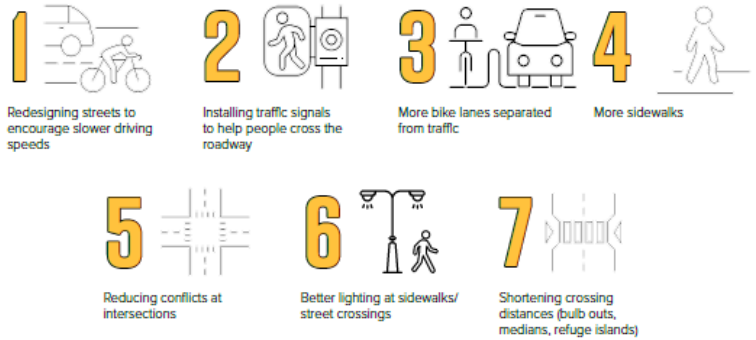
Will be updated!

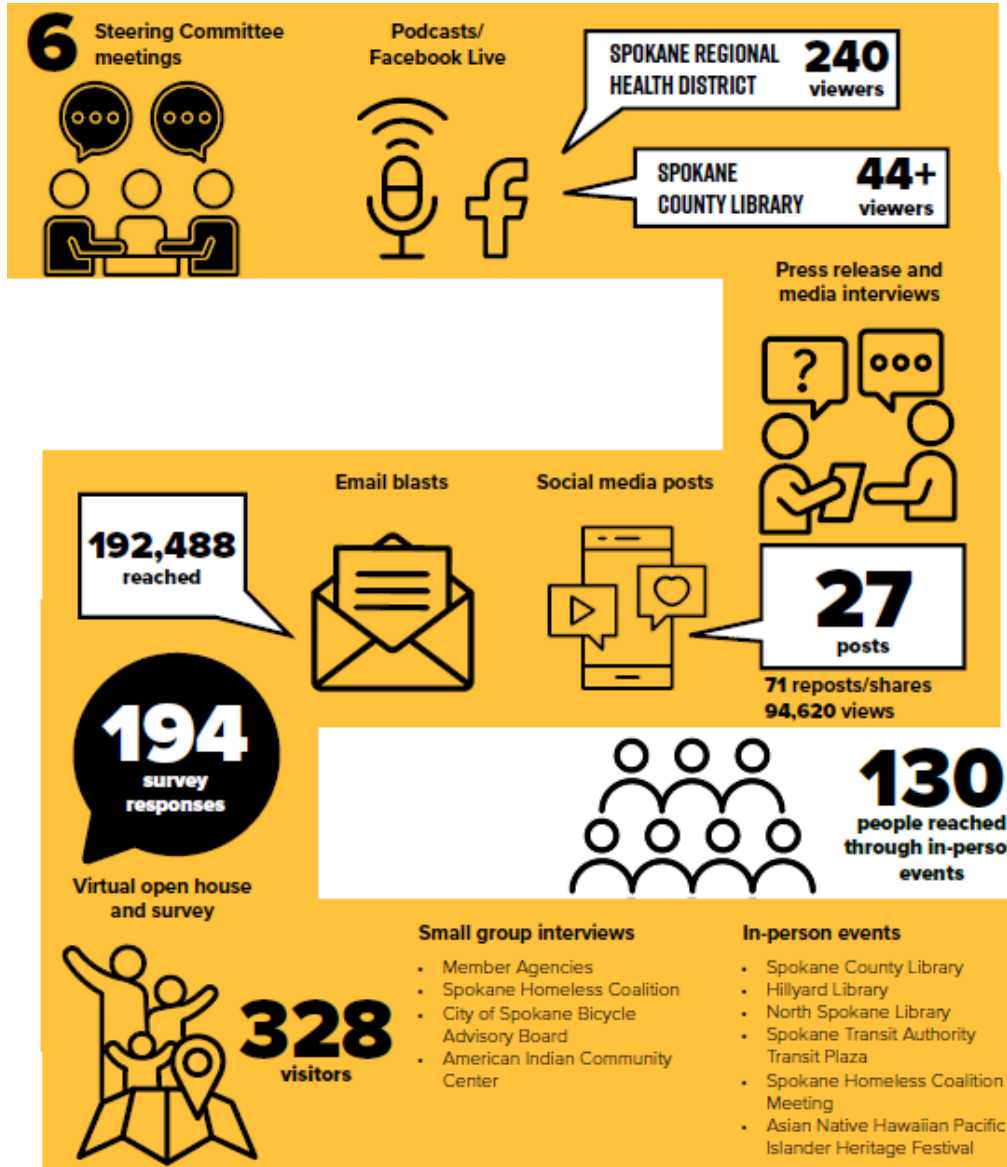
Over 125 people provided feedback at the Asian Native Hawaiian Pacific Islander Heritage Festival Outreach on May 11

WHAT PEOPLE WERE MOST CONCERNED ABOUT

WHAT WOULD MAKE PEOPLE FEEL SAFER?

Top safety measures selected by community members who responded to our survey





Equity

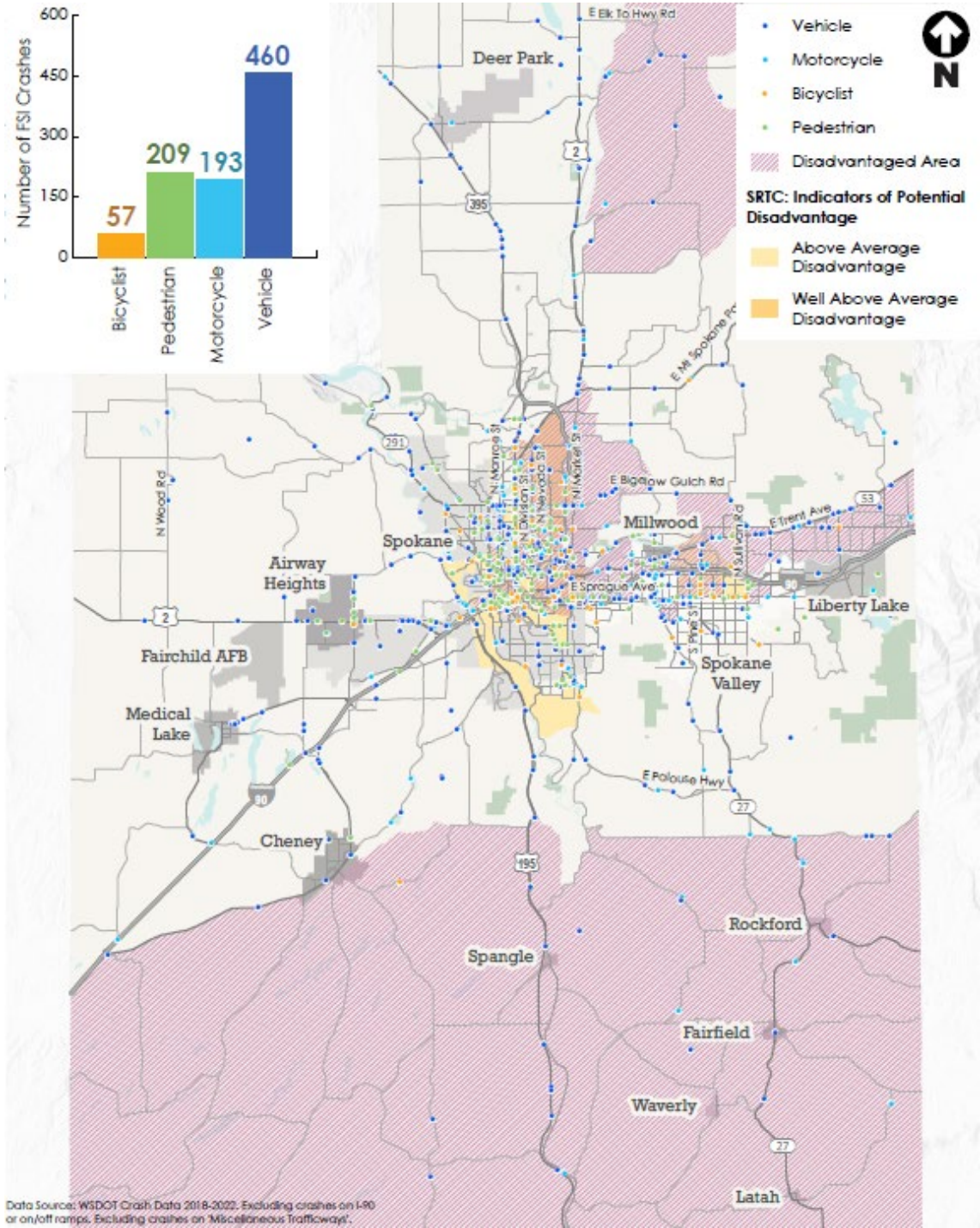
Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

✓ **YES**

NO

RESIDENTS IN DISADVANTAGED AREAS ARE BURDENED WITH **APPROXIMATELY 35%** OF THE REGION'S HIGH INJURY NETWORK MILES.



Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

✓ YES

NO

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

✓ YES

NO

STRATEGIES AND ACTIONS

SRTC has developed a set of strategies and actions to make progress towards eliminating fatal and serious injury crashes for people in vehicles, on motorcycles, walking, rolling, or cycling. Recommended strategies are informed by the crash analysis, equity analysis, High Injury Network, stakeholder interviews, public input, agency plans and policies, and best practices from the region and throughout the U.S. They also tie back to the Safe System Approach, which considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

All the proposed strategies should be viewed through the lens of equity and emergency response:

- **Prioritize equity** in the planning and implementation of safety projects so as not to reinforce existing racial and socioeconomic disparities by concentrating investment in areas that are already better served by transportation infrastructure.
- **Coordinate on design and operation modifications** impacting designated emergency response routes.

Achieving zero traffic deaths and serious injuries requires strengthening all elements of the system through collaboration among multidisciplinary partners.

MANY OF THE STRATEGIES AND ACTIONS INCLUDE SOLUTIONS THAT CAN BE APPLIED BROADLY

throughout the roadway network to address crashes HIN and to proactively reduce crashes on roadways with similar characteristics as the HIN. Many strategies reference the FHWA Proven Countermeasures. They can be found in Appendix F and include a description of the crash type they address and their anticipated benefits.

EMPHASIS AREAS

A unifying framework for regional transportation safety planning in Spokane County.

Pedestrian and Bicycle Safety

- Crossing enhancements on HIN in disadvantaged areas
- Physically separate users
- Evaluate lighting

Speed Management

- Speed management policy
- Review existing design standards
- Expand use of automated enforcement
- Identify lane reallocation opportunties

EMPHASIS AREAS

A unifying framework for regional transportation safety planning in Spokane County.

Run Off the Road/Lane Departure Crashes

- Install FHWA proven countermeasure on HIN and roads with similar characteristics
- Evaluate need for speed management strategies

Education: Changing Behaviors

- Education campaign – distracted and impaired driving, speeding, motorcycle safety
- Before and after studies

Angle Crashes

- Evaluate left-turn high crash locations for protective phasing
- Increase use of red-light running cameras
- Access management study on HIN corridors in high use commercial areas

Prioritization – Future Projects

Criteria	Metric
Location	Infrastructure project must meet a), b), c), or e). Non-infrastructure project must meet e). a) On High Injury Network b) Systemic solution to address high risk intersections and/or corridors outside the HIN c) Systemic solution to prevent known high risk crash locations d) On a corridor or intersection with high vulnerable user activity (i.e., school zone, transit, community/senior center) e) Program will occur over entire region
Effectiveness	Must implement one of the following: a) FHWA proven Safety Countermeasure b) Complete Street c) At least 2 of 5 Safe Systems Strategies (safer people, safer roads, safer speeds, safer vehicles, post-crash care)
Equity	a) Infrastructure projects should be at least 50% within an SRTC identified and/or Justice40 underserved community b) Non-infrastructure projects should identify how the project will connect with EJ populations

Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ **YES**

☐ **NO**

Annual Reports

	Performance Metrics
Outcomes: Reduction in fatal and serious injuries	Number of fatalities
	Number of serious injuries
	Fatalities per 100 million Vehicle Miles Traveled (VMT) on all roads
	Serious injuries per 100 million VMT
	Number of motorcyclist fatalities and serious injuries on all roads
	Number of pedestrian fatalities and serious injuries on all roads
	Number of bicyclist fatalities and serious injuries on all roads
Outputs: Project/Strategy Implementation	Number of safety projects/strategies continued from prior year.
	Number of safety projects constructed on HIN
	Number of safety projects constructed in underserved communities
	Number of strategies implemented

What's Next

- **June 13**: Introduce Draft Plan to Board
- **June 26**: Final Plan Presentation to TAC/TTC
- **July 11**: Board Adoption

AARON WAS LEFT LYING ON THE ROAD

Aaron rides the same route to work every day. He was in a designated bike lane, hugging the curb when a truck swerved in front of him into the bike lane and the driver slammed on the brakes. Aaron hit the back of the truck. The driver left the scene.

Aaron was left lying on the road. Luckily, he was able to get up and ride home (thanks to adrenaline) but had to seek medical attention to verify his injuries weren't serious.

When he got home, he looked down and realized he was covered in blood from road rash—his hands were especially torn up. He has since given up most of his recreational road riding because of safety on the streets but continues to bike to work.

Aaron Jordan
Roast Coffee House owner

Back Up

Speed Management

	Measuring Progress	Lead Agency	Timeline	Changes based on Last Steering Committee Meeting
Adopt an Injury Minimization and Speed Management policy that uses a combination of speed limit reductions, design and geometric changes, and traffic operations additions to successfully reduce travel speeds.	Policy adopted	Member Agencies	1 to 2 years	New. WSDOT provides guidance and recommendations for local jurisdictions adopting an Injury Minimization and Speed Management policy. The purpose of this policy is to eliminate fatal and serious injury crashes by reducing operating speeds, posted speeds, design speed, and incorporating changes to traffic operations.
Review existing design standards for potential to incorporate national best practices such as narrower lane widths, tighter curb radii to encourage slower motor vehicle speeds, provide shorter pedestrian crossing distances, and space for bicycle facilities.		Member Agencies	1 to 2 years	New, based on review of member agency design standards
Evaluate and implement when warranted lane reallocation projects on the HIN.	# of lane reallocation projects on HIN	Member Agencies, WSDOT	1-2 years	
For resurfacing/rehabilitation projects, continue incorporating FHWA proven countermeasures to improve safety for all modes.		Member Agencies, WSDOT	Continuous as new projects are funded	Less specific on measures, now states FWHA Proven Countermeasures.
Prioritize increased enforcement at the top crash locations on the HIN.	# of enforcement efforts	Local enforcement	On-going	Changed “advocate for” to “prioritize”
Expand the use of automated traffic enforcement on the HIN and similar corridors.	# of new cameras	Member Agencies	1 – 2 years	
Lead a member agency work group to align Complete Streets policies for consistency and produce a model Complete Streets policy.	Model strategy	SRTC with Member Agencies	1 to 2 years	
Adopt a Complete Streets policy if your jurisdiction does not have one. If you have one, review and update for consistency with model policy.	# of updated and/or new complete street policies	Member Agencies	3 to 5 years	

Run Off the Road Crashes

	Measuring Progress	Lead Agency	Timeline	Changes based on Last Steering Committee Meeting
Install FHWA Proven Countermeasures on HIN and roads with similar characteristics to reduce roadway departure crashes, including guardrails.	# of new countermeasures on existing roadways	Member Agencies, WSDOT	As funding allows	Less specific on measures, now states FWHA Proven Countermeasures. Added “roads with similar characteristics” to broaden reach
When resurfacing or rehabilitating HIN and roadways with similar characteristics, incorporate FHWA countermeasures that are proven to reduce roadway departure crashes, as appropriate.	Countermeasures added to resurfacing/rehabilitation projects	Member Agencies, WSDOT	On-going	Less specific on measures, now states FWHA Proven Countermeasures.
Evaluate the need for speed management strategies, such as speed feedback signs and rumble strips ahead of severe curves for improvements on HIN.	# of speed management strategies	Member Agencies, WSDOT	On-going	

Angle Crashes

	Measuring Progress	Lead Agency	Timeline	Changes based on Last Steering Committee Meeting
Assess feasibility of roundabouts at intersections with a high frequency of reported crashes, traffic delays, complex geometry (more than four approach roads), frequent left-turns, and/or relatively balanced traffic flows.	# of new roundabouts	Member Agencies, WSDOT	3 to 5 years	
Evaluate left-turn high crash locations for protected/permissive phasing at intersections.	# of improved left turn phases	Member Agencies	On-going	Removed “during signal retiming and routine maintenance.”
Assess unsignalized/uncontrolled intersections on HIN arterial corridors for FWHA proven countermeasure treatments.	# of new treatments	Member Agencies, WSDOT	On-going	New
Increase the use of red-light running cameras at signalized intersections at the highest intersection crash locations.	# of new cameras	Member Agencies, WSDOT	On-going	
Conduct an access management study for HIN corridors in heavy-utilized commercial areas and identify systemic solutions to share with member agencies that can be used on the HIN and corridors with similar risk factors.	Study complete	SRTC, WSDOT, Member Agencies	2 to 3 years	New
Conduct a Lighting Screening Study on HIN corridors where dark/unlit conditions are an observed crash type to identify potential solutions.	# of lighting improvements	WSDOT, Member Agencies	1 to 2 years	

Pedestrian and Cyclist

	Measuring Progress	Lead Agency	Timeline	Changes based on Last Steering Committee Meeting
Continue to implement FHWA proven crossing enhancements at intersections and mid-block crossings on the HIN in disadvantaged areas with an emphasis on locations near transit stops.	# of new enhanced crossings	Member Agencies, WSDOT	On-going	
Physically separate vulnerable users (pedestrians and cyclists) from traffic using FHWA Proven Countermeasures such as buffered bike lanes, separated pathways, and infilling missing sidewalks.	# of new separated facilities	Member Agencies, WSDOT	On-going	New
Add Leading Pedestrian Intervals (LPIs) at signalized intersections on high-volume pedestrian corridors.	# of new LPIs	Member Agencies	1 to 2 years	
Evaluate lighting conditions at locations on HIN where pedestrians have been involved in crashes for additional or replacement lighting.	# of improved lights	Member Agencies, WSDOT	1 to 2 years	
Install advance pedestrian warning signs in high pedestrian activity areas.		Member Agencies	1 to 2 years	
Consider decorative low fencing or planting barriers to channelize pedestrians to marked crossing locations in areas with high pedestrian volumes and known concerns with crossings outside of marked crosswalks.	LF of barriers	Member Agencies, WSDOT	1 to 2 years	
Implement and evaluate quick-build projects to incorporate FHWA countermeasures and separated multimodal facilities during the summer months. For those that are most successful, program and solicit funding for a permanent installation.	# of quick builds	Member Agencies, WSDOT	1 to 2 years	Less specific on measures, now states FWHA Proven Countermeasures.
Continue to prioritize active transportation safety improvements and speed management strategies in school zones in support of Safe Routes to School	# of improved safe routes to school	Member Agencies	On-going	New
Develop educational materials for quick-build demonstration best practices and share member agencies.	Education materials shared	SRTC	1 to 2 years	
Update and broaden regional pedestrian master plan (2009) to a non-motorized regional connectivity plan to proactively address vulnerable user crashes before they happen through a more coordinated non-motorized network.	Adopted plan	SRTC	1 to 2 years	
Incorporate crash reduction and safety technology in vehicle fleet retrofits and purchasing standards. For example, update vehicle purchasing standards to include side guards as a standard feature on all new heavy trucks (gross vehicle weight of 10,000 pounds and above) and phasing in smaller vehicles with latest crash reduction and safety technology into fleets when possible.	# of vehicles with improved crash reduction technology	Member Agencies, WSDOT	3 to 5 years	

Education

	Measuring Progress	Lead Agency	Timeline	Changes based on Last Steering Committee Meeting
Develop and implement an education and outreach campaign focused on safety with emphasis in the following areas: • **Distracted and impaired driving** • **Speeding, particularly for motorcyclists** • **Vulnerable user groups, including pedestrians cyclists, and youth**	Outreach campaign launched	SRTC, WSDOT, Public Health Agencies, and Washington State Traffic Safety Commission	3 to 5 years	
Establish and maintain a public webpage with information, resources, trainings, and educational opportunities.	Webpage launched, Quarterly updates	SRTC	1 to 2 years to set up, quarterly updates	
Develop a community of partner agencies (in communities most impacted by the High Injury Network) to disseminate safety and educational messages via a "grassroots" effort.	Information shared quarterly	SRTC	3 to 5 years	
Work with local agencies and businesses to develop policies and educational programs aimed at employees, contractors, and vendors to reduce distracted driving.	# of distracted driver policies	SRTC, Member Agencies, WSDOT, local government and business communities	1 to 2 years	New
Advocate for transportation safety elements in Comprehensive, Area and District Land Use Plans in terms of its importance to equity, mobility and GHG reduction, and community livability.	# of enhanced transportation safety sections in local plan	Local governments	3 to 5 years	New
Study outcomes for safety improvements and pilot installations (using before and after data), publish results as feasible, and install permanent street design changes based on successful installations as capital projects where appropriate.	# of before and after studies	SRTC, Member Agencies, WSDOT	On-going	New

DATA Project Update

TAC Meeting

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May 22, 2024

Background

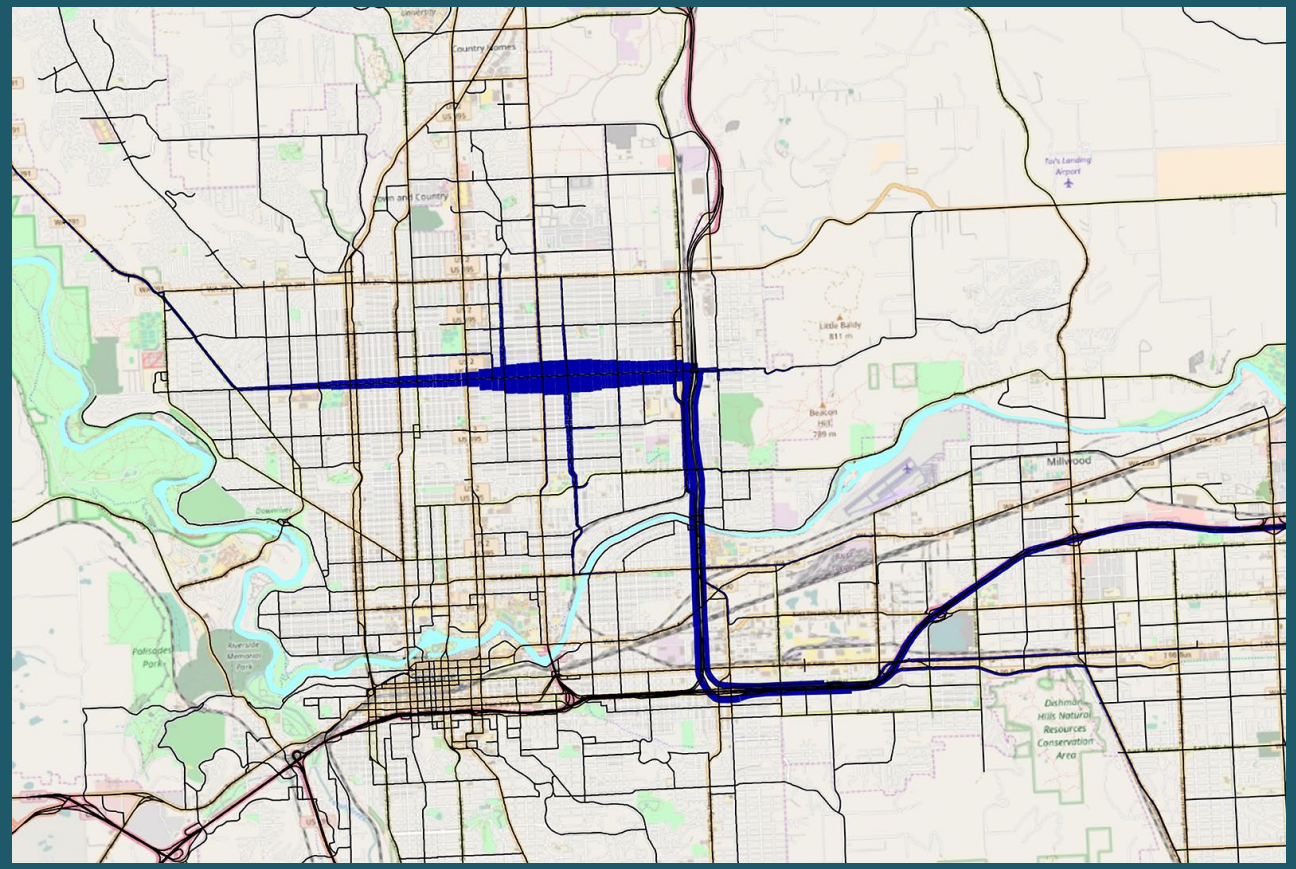
- March TAC Meeting: overview of model updates

- Feb. 2021: design plan recommended to Board by TTC
- Developed a Phase IIa to take a closer look at input data
- 2022: 3 stakeholder meetings to refine scope/budget

- April 10: model training held
- April 15: model released for review
- May 6 & 13: model users group meeting held

- MUG meetings: made revisions to land use and answered questions related to link/node-level attributes

What does the regional travel model do for us?



- Regional trip making
- Mobility of people and freight
- O&Ds
- Regionwide volumes, delay, etc.

How is this model different?

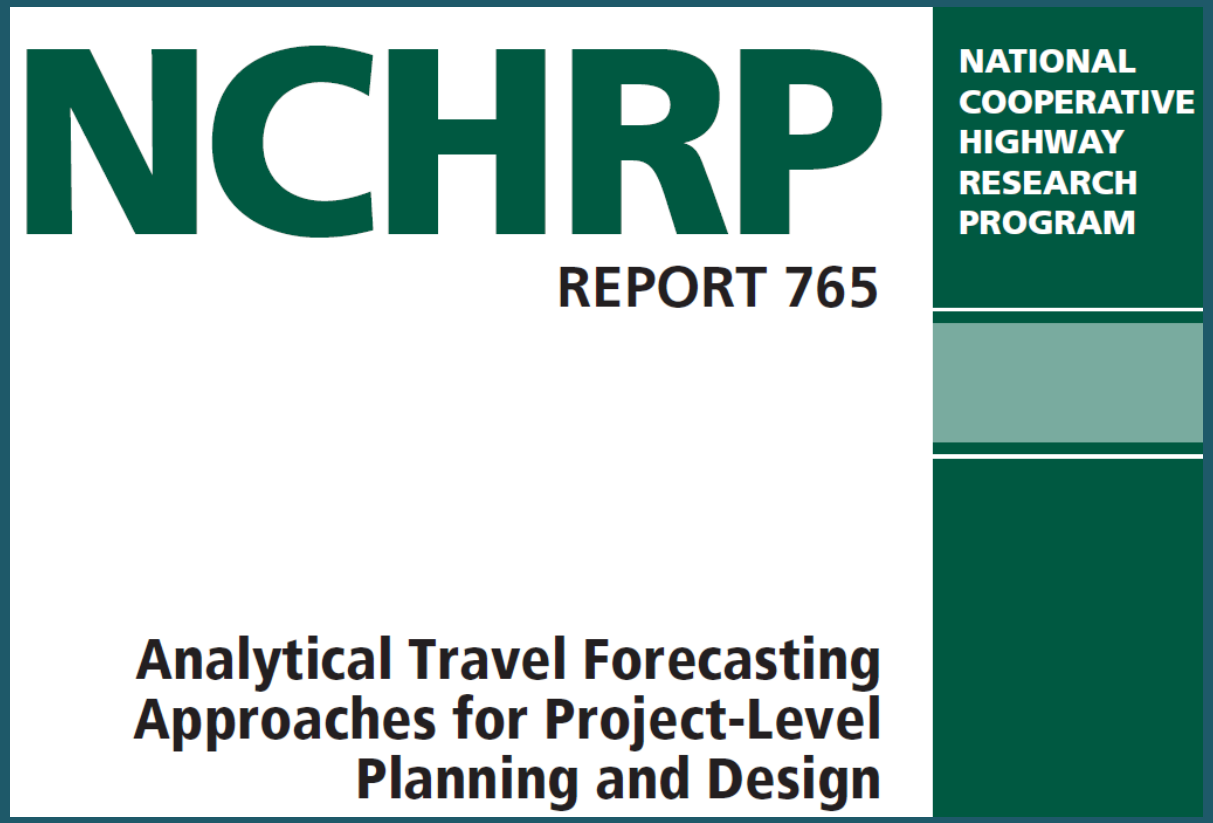
- Updated trip generation
- Truck freight submodel
- Consistent application of delay
- Consistent methodology for connectors
- Scenario management

How has SRTC used the model in the past?

- Metropolitan/Regional Transportation Plan (Horizon 2045)
- Transportation Improvement Program (TIP)
- Air Quality – Maintenance Area
- Comprehensive Plan Certification Process

	2019 Base	2045 Baseline	% Increase
Total Person Trips	2,329,000	2,827,100	21%
Total Vehicle Trips	1,846,500	2,259,100	22%
Total Transit Passenger Trips	34,400	40,200	17%
Total Walk/Bike Trips	229,300	259,900	13%

Other uses for model



- Subarea/corridor studies
- Transportation network plans
- Level of service analysis
- Transportation impact fees

Recap

- Scoped (and budgeted) certain model enhancements
- Did not scope asset management attributes for each link and node in the model
- That scope has been delivered
- The model is ready to be released for use my member agencies

Moving forward

- Received feedback on specific node and link level attributes that is currently under review by SRTC staff
- Will present options (cost and schedule) to Board for addressing that feedback if practical

Questions?

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Smart Mobility & Resiliency Projects

TAC

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Jason Lien

May 22, 2024

MTP Update – Studies & Plans

- Work Underway:
  - Regional Safety Action Plan
  - Congestion Management Process
  - Smart Mobility Plan
  - System Resiliency Assessment
- Additional Items in 2024:
  - VMT Reduction Framework
  - CTR Plan
  - Priority Networks
  - Needs Assessment Summary


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

Smart Mobility Technologies

- Infrastructure
  - ITS
  - Communications / Sensors
  - Broadband / Fiber / 5G
  - Mobility hubs
- Vehicles
  - Connected/Autonomous
  - Zero-emission
  - Freight delivery
  - Micromobility
- End User
  - Apps / traveler info

What are other MPOs doing?

- Support for ITS solutions
- Support for micromobility & first/last mile
- Support for clean fuels / electrification
- Support for automation
- Support for broadband
- Scenario planning
- Dedicated funding programs (and research partnerships)
- Pilot projects
- Workforce development

System Resiliency

Resiliency is the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions. At its core, the resiliency of the transportation infrastructure system allows the region to maintain essential services in the event of a human-caused or natural disaster. A resilient system can also withstand not only a single event, but a series of events or a permanent change in the environment, such as a major landslide.

Wasatch Front Regional Council

System Resiliency

- What are the risks from natural events or other disruptions
- What are the region's critical infrastructure & vulnerabilities
- Identify needs for redundancy and preparedness

Next Steps

- Stakeholder Advisory Group #1 next week
  - Vision & Goals / Asset Risk
- Committee / Board info items
- Draft recommendations at the end of this year

Thank You

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