

# Transportation Technical Committee Meeting

WEDNESDAY, January 24, 2024 | 1:00 PM

**Hybrid In-Person/Online Meeting**

---

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

On Zoom at:

Join Zoom Meeting

<https://us02web.zoom.us/j/88505804034?pwd=dXk4NnNsbDBTK0xXS0tKY1BJdnRuQT09>

Meeting ID: 885 0580 4034 Passcode: 012212

By Phone: 1-253-215-8782

Meeting ID: 867 7129 2471 Passcode: 808045

Or find your local number: <https://us02web.zoom.us/j/88505804034?pwd=dXk4NnNsbDBTK0xXS0tKY1BJdnRuQT09>

---

Public comments are welcome and can be shared during the meeting or submitted in advance via email to [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org) or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. The deadline to submit comments in advance is 10:00am the day of the meeting.

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

# Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, January 24, 2024

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

## ACTION ITEMS

1:10	5 Consent Agenda	3
	a) December TTC Meeting Minutes	
1:12	6 Transportation Performance Management: PM1 - Safety <i>(Mike Ulrich)</i>	6

## INFORMATION AND DISCUSSION ITEMS

1:22	7 WA State County Road Administration Board (CRAB) Presentation: <i>(Jane Wall, Executive Director CRAB)</i>	
1:37	8 Regional Safety Action Plan – Update <i>(Mike Ulrich)</i>	7
1:57	9 Agency Update and Future Information Items <i>(Mike Ulrich)</i>	
2:00	10 Adjournment	

**Spokane Regional Transportation Council – Transportation Technical Committee**

December 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**

Chair Kay called the meeting to order at 1:05pm

*In Attendance***TTC Members**Heather Trautman, *City of Airway Heights (Vice Chair)*Brett Lucas, *City of Cheney*Colin Quinn-Hurst, *City of Spokane*Kevin Picanco, *City of Spokane*Adam Jackson, *City of Spokane Valley*Jeremy Clark, *City of Spokane Valley*Sonny Weathers, *Small Cities/Towns Rep*Barry Greene, *Spokane County*Jami Hayes, *Spokane County*April Westby, *Spokane Regional Clean Air Agency*Samantha Hennessy, *Spokane Regional Health District*Tara Limon, *Spokane Transit Authority*Karl Otterstrom, *Spokane Transit Authority*Char Kay, *WSDOT Eastern Region (Chair)*Mike Pea, *WSDOT Eastern Region***TTC Alternate Members**Tyler Kimbrell, *City of Spokane***Guests**

Matt Zarecor

**SRTC Staff**Angel Jackson, *Admin-Exec Coordinator*Eve McMenemy, *Deputy Executive Director*Jason Lien, *Principal Transportation Planner*Lois Bollenback, *Executive Director*Mike Ulrich, *Principal Transportation Planner*Ryan Stewart, *Principal Transportation Planner***#2 Public Comments**

There were no Public Comments

**#3 TTC Member Comments**

- Mr. Picanco informed the committee the Latah Bridge will have low weight ratings based on recent inspections. This rating will not affect all vehicles but will impact 2-3 axle vehicle travel. Also, informed that they will be seeking letters of support from WSDOT and SRTC for the Bridge Investment grant application that was released 12/20/23 (with a deadline of 03/2024).
- Mr. Quinn-Hurst highlighted the grant application for Safe Streets has been approved for \$9.6 million for mostly bicycling, sidewalks, and pedestrian walkways throughout Spokane. In addition, they received some supplementary funding from others for design standards.
- Mr. Lucas updated the status of the Traffic Circle on North 6<sup>th</sup> and Betz Road is in the Design Phase to be constructed in late 2024-25.
- Ms. Trautman stated 6<sup>th</sup> Ave Project has received additional funding and is currently under design with goal to be under construction in the summer of 2024. The Sandy Williams Connected Community grant to Design project in the downtown area that will increase mobility and safety in that corridor.

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

Ms. Kay shared highlights of the November SRTC Board meeting.

## ACTION ITEMS

### #5 Consent Agenda

*Mr. Picanco moved to approve the October TTC meeting minutes. Mr. Clark seconded. The motion passed unanimously.*

### #6 January TIP Amendment

Mr. Stewart explained this amendment is requesting the updated January TIP amendment be approved. He explained that one of the projects, Division Line: Division BRT Construction and Implementation, was revised based on updated information. Both State and local funds for right of way in CY2027 are now secured per Spokane Transit Authority.

There was one public comment seeking additional detailed information on future TIP Projects. Mr. Stewart provided the requested information in response.

There were no questions/comments.

***Mr. Clark made a motion to approve the January 2024 TIP amendment as presented. Seconded by Ms. Hayes. The motion was approved unanimously.***

### #7 TTC Chair Elections

Mr. Ulrich explained the committee bylaws and historical practice for officer nominations. Chair Kay opened the floor for nominations.

- Ms. Kay nominated *Heather Trautman for 2024 TTC Chair* which was seconded by Mr. Picanco. No other nominations were offered. Ms. Trautman's nomination for TTC Chair passed unanimously.
- Ms. Hayes nominated *Barry Green for 2024 TTC Vice Chair* which was seconded by Mr. Quinn-Hurst. No other nominations were offered. The motion was passed unanimously.

## INFORMATION & DISCUSSION ITEMS

### #8 Transportation Improvement Board: Complete Streets Update

Mr. Beagle reviewed the historical components for the Complete Streets Program. He identified there would be some changes to the program that include funding increase, and ordinance saturation points. He stressed the lack of nominations for small cities and how other locations are obtaining nominations consistently. He highlighted a change in the new timeline in process as well as how the application/eligibility process will be one of the changes. He reviewed and explained the difference between WSDOT and TIB Complete Streets programs.

There were several questions for Mr. Beagle:

- Ms. Trautman asked if there would be any workshops and training. Mr. Beagle stated there will be typical funding workshops in addition to a Project Management class. The dates for these are will be determined at a later date.
- Mr. Jackson wondered if this program's distribution is statewide or whether there were regional buckets. Mr. Beagle identified this would be statewide.
- Ms. Trautman asked if there would be any technical assistance for grant applications. Mr. Beagle stated to please reach out to him as soon as possible for him to assist with any questions or concerns.
- Ms. Hayes asked how the ordinances are scored and if there is a timeline. Mr. Beagle stated they will be based off Smart Growth America and Complete Street Coalition in the High, Med, Low realm. He explained the step-by-step process for the ordinance review/approval.
- Mr. Quinn Hurst questioned if TIB would only consider a discreet project or if they would also consider a suite of dispersed projects. Mr. Beagle stated both would be considered. He identified what would be priority and also to make sure projects include all parts without missing any identifiable areas.

Mr. Beagle highlighted the 2023 regional allocations and various other projects in small cities pavement ratings. He also identified some funding that was awarded for scrub sealing in various counties. There were no other comments/questions.

#### **#9 Spokane County: Transportation Priorities**

Mr. Zarecor explained the size of the lane road system in Spokane is one of the largest in the region and the revenue sources to maintain the roadways. He highlighted the costs for treatment of the roadways and the breakdown of the type of work vs cost to complete. He also explained the cost effectiveness of contracting work vs County crews completing work. He reviewed some of the new processes for preservation that include chip seal and thin overlays. Lastly, he reviewed the short span bridge repairs and tracking bridge inventory.

There were no questions/comments.

#### **#10 Transportation Performance Management: PM1 – Safety**

Mr. Ulrich provided historical context of the program while highlighting the following programs: Highway Safety Improvement Program (HSIP) is the federal program used to reduce traffic fatalities, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has several goals for performance measures, and Transportation Performance Management (TPM).

He reviewed the five performance measures required. When using the rolling average is trending higher in each of the measures in Spokane County. WSDOT calculates statewide targets by setting a goal of zero fatal and serious injury crashes by 2030 and selecting the target along that trendline for 2024. Mr. Ulrich highlighted the SS4A grant to develop a regional safety action plan.

There were no questions/comments.

#### **#11 Metropolitan Transportation Plan Update: Work Items in Development**

Mr. Lien explained what the long-range plan is and why MPOs develop a plan. He identified needs assessment and what items are impacting the outcome. There will be a way to synthesis to present a problem statement. He reviewed Smart mobility items and defined what qualifies for this body as well as what is needed in this area. He reviewed the system resilience and who would be ideal for coordination. Please contact Mr. Lien directly if there any items that have not been identified and should be highlighted. He reviewed the 2024 timeline for each quarter and how that will lean into 2025. He reviewed the MTP components that may be highlighted through needs assessment.

- Mr. Quinn-Hurst asked about the new requirements for tracking GHGs and other related data and would this be shareable between City comp plan and MTP update work. Mr. Lien agreed to coordinate and asked if there is a person that would be a primary contact. Mr. Quinn-Hurst offered that coordination could occur through the TTC.

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

There were no agency updates.

Ms. Limon asked what is the current Latah Bridge restriction. Mr. Picanco stated he would research the exact amount and circle back to her.

#### **#13 Adjournment**

There being no further business, Chair Kay moved to adjourn at 2:17pm. Mr. Jackson motioned. Mr. Weathers seconded.

To: Transportation Technical 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 TTC 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@srtc.org](mailto:mulrich@srtc.org) | 509.343.6370

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

01/17/2024

**Requested Action:**

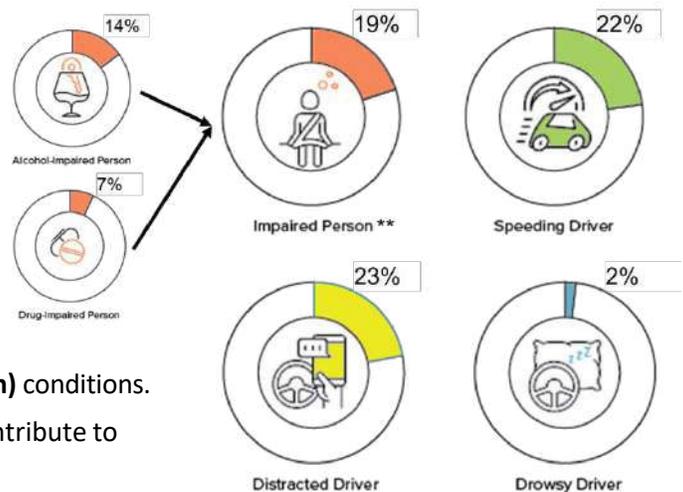
None. For information and discussion.

**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.



### Systemic Findings

FSI crashes are more likely to occur on:

- Collectors, arterials, and highways in commercial/mixed-use land uses that have 3 or more lanes and posted speeds of 30 mph or higher.
- Collectors, arterials, and highways in open space/agricultural land uses that have posted speeds of 45 mph or higher.

### Public Involvement:



Interviews (encouraging multi-disciplinary participation: planners, engineers, public works, etc.) with:

- Each jurisdiction
- Spokane Transit Authority
- WSDOT
- City of Spokane Bicycle Advisory Committee
- City of Spokane Pedestrian, Transportation and Traffic (PeTT) Committee
- Spokane and Kalispel Tribe of Indians
- Washington State Patrol

Community Outreach Event #1 - February

- In person: Transit Plaza, Libraries, MLK Community Center, Senior Center
- On-Line Story Map, Interactive Map and Feedback Form

Community Outreach Event #2 – Present Draft Plan - April

- In person: TBD
- On-Line Story Map, Interactive Map and Feedback Form

### Board/Committee Discussions:

The TTC was briefed on the concept of a regional safety action plan and recommended that SRTC pursue the development of the plan in August 2022

The SRTC Board authorized staff to pursue funding for a regional safety action plan through USDOT’s Safe Streets and Roads for All grant program in September 2022.

**Staff Contact:** Mike Ulrich, SRTC | [mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6370

## 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					
<b>Total</b>	<b>57</b>	<b>193</b>	<b>209</b>	<b>460</b>	<b>919</b>

**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.