



Spokane Plan Commission Agenda

Wednesday, February 12, 2020

2:00 PM

City Council Chambers

808 W Spokane Falls Blvd, Spokane, WA 99201

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each

Citizens are invited to address the Plan Commission on any topic not on the agenda.

Commission Briefing Session:

2:00 – 2:30

1. Approve [1/22/2020](#) meeting minutes
2. City Council Report
3. Community Assembly Liaison Report
4. President Report
5. Transportation Sub-Committee Report
6. Secretary Report

All
CM Candace Mumm
Mary Winkes
Todd Beyreuther
John Dietzman
Louis Meuler

Workshops:

2:30 - 2:45

1. [Receivership Code Amendment](#)

Jason Ruffing

2:45 - 3:10

2. [6 Year Street Program Update](#)

Kevin Picanco

3:10 - 3:20

3. [SRTC led Division Street Study](#)

Kara Mowery

3:20 - 3:30

4. [SRTC led US195 / I-90 Area Study](#)

Kara Mowery

3:30 - 4:00

-Prepare for Hearing -

Hearings:

4:00 – 4:30

1. Continuance of Hearing Street Name Change Package
Hearing anticipated to be continued to Feb. 26, 2020.

Tami Palmquist

Adjournment:

The next PC meeting will be held on Wednesday, February 26, 2020

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password: Q6AHdDH a

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Spokane Plan Commission - Draft Minutes

January 22, 2020

City Council Chambers

Meeting Minutes: Meeting called to order at 6:00 PM by Todd Beyreuther

Attendance:

- Board Members Present: Todd Beyreuther (President), Carole Shook, Sylvia St. Clair, Greg Francis (Vice President), John Dietzman, Candace Mumm (City Council Liaison), Mary Winkes (Community Assembly Liaison to Plan Commission)
- Board Members Not Present: Michael Baker, Diana Painter,
- *Quorum Present: NO*
- Staff Members Present: Louis Meuler, Jackie Churchill

Public Comment:

None

Briefing Session:

Minutes from the December 11, 2019 meeting not approved because there was not a quorum.

1. City Council Liaison Report - Council Member Candace Mumm

- Council Member (CM) Mumm introduced herself and went over her history with Plan Commission and mentioned that she has served on Plan Commission in the past.
- CM Mumm gave an update regarding the City Line (previously called the Central City Line). The city received 54.3 million from the Federal Government to build the City Line. There will be permanent stops between University District and Spokane Community College (SCC) and there is potential for high density housing around the stops.
- CM Mumm mentioned the newest Spokane City Council Member Betsy Wilkerson. CM Wilkerson has a background in non-profits, housing, and disabled services. She owns a business and been a long time Spokane resident.
- CM Mumm also stated that the Council is working on housing reforms and that they are working with the state legislature. They are trying to add affordable housing to the Tax Increment Financing (TIF).

2. Community Assembly Liaison Report - Mary Winkes

- Mary Winkes introduced herself as the new Community Assembly Liaison to Plan Commission and stated that she is happy to be involved. She has 42 years of education experience and retired as Dean of the Community Colleges of Spokane. She also has a background as a sustainable building advisor.

3. Commission President Report - Todd Beyreuther

- President Beyreuther discussed the Plan Commission's need for new members. There are a couple needs: John Dietzman and Michael Baker's terms will be over at the end of 2020 and the Commission is already down 3 members. He would like to have future Plan Commissioners to have a background in Planning, and/or Architecture, and Environmental Impacts. CM Mumm stated that there are candidates available and should be reviewed to see if there is someone who might fit.

4. Transportation Subcommittee Report - John Dietzman

- Mr. Dietzman stated that the Spokane Regional Transportation Commission (SRTC) is hosting a workshop on January 30th from 9-11 AM to explain the regional transportation effort.
- Citizens Transportation Advisory Board (CTAB) which recommends projects that should be funded by Transportation Benefit District (TBD) is on hold waiting until a funding source is decided.

- The Plan Commission Transportation Subcommittee (PCTS) will meet on February 4, 2020 and Kevin Picanco will replace Brandon Blankenagel on PCTS.

5. Secretary Report - Louis Meuler

- Mr. Meuler highlighted that the subcommittee that will be vetting the Comprehensive Plan Amendments will be meeting Thursday February 6th at 2:00 PM at City Hall. He also stated that a short course on Planning will be presented on April 16th at the Spokane Valley City Hall 6:15-9:15 PM for those who are new to Plan Commission and also for any citizens who are interested in learning more about Planning.
- Mr. Meuler also requested to swap item 2 and item 3 on this meeting's agenda to facilitate staff scheduling. The change was approved.

Workshops:

- 1. Renaming of East Central Community Center (Presented before the Briefing Session)**
 - Presentation provided by Council Member Lori Kinnear and Council President Breann Beggs via conference call
 - Questions asked and answered
 - Discussion ensued
- 2. Amendments to Building Code - Not Coming before Plan Commission**
 - Presentation provided by Dermott Murphy and Melissa Owen presented
 - Questions asked and answered
 - Discussion ensued
- 3. Plan Commission Rules of Procedure Change Regarding Number Required for Quorum**
 - Presentation provided by Louis Meuler and James Richman (City Attorney)
 - Questions asked and answered
 - Discussion ensued
- 4. Update to Downtown Plan Update Process/Consultant**
 - Presentation provided by Nate Gwinn
 - Questions asked and answered
 - Discussion ensued

Hearing:

Public Comment:

- Sharon Grant, a Social Worker at Canterbury Court Apartments, spoke about the difficulty to the residents to change their addresses and she has a petition that has been signed by many of the residents stating that they don't want the change. She stated that many of the residents haven't received notice about the change and are worried over the difficulty of the change.
- Diane Thors, a Canterbury Court Resident at 1010 S Rockwood Blvd, stated that she is against the street name change and that emergency services often come to Canterbury Court.
- Janice and Chad Clark, 7424 N Calkins Drive, brought a petition against the address change from N. Calkins Drive to E. Calkins Drive. Commented on the difficulty of changing addresses and also Mr. Clark commented that changing the address to E. Calkins would cause more confusion for first responders.

- Steve Hurd representing the Home Owners Association on N. Navaho Drive spoke against the street name change as well.
- Annette Ingham, 10411 N Navaho Drive, stated that it is unnecessary to change the street names and she believes that the cost associated with change is too great.
- Garrett Strom, 7423 Calkins Drive, he is concerned because changing from N to E is going to change house numbers as well.
- Shenelle Well, 7418 N Calkins Drive, wanted to know how businesses are going to be compensated for the cost and time that it will take to change business addresses.
- Glen Hawking, 1010 S. Rockwood, believes that the work cost is too great and is concerned with Avista not being able to find the new addresses but he stated that in the long run the street name changed should happen.

1. Request to Continue Street Name Change Package - Hearing Continued until 2/12

- Presentation provided by Tami Palmquist and Joe Sacco(GIS)
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 4:51 PM

Next Plan Commission Meeting scheduled for Wednesday, February 12, 2020

Title 17F Construction Standards

Chapter 17F.070 Existing Building and Conservation Code

Section 17F.070.470 Compliance with Order

- A. The order under this chapter specifies the action to be taken by the owner and establishes a time or timeframe for compliance.
- B. So long as a building is boarded up, or unfit, substandard, or abandoned and subject to the building official hearing process, the owner must pay an annual fee as provided in [SMC 8.02.067](#). This fee is lienable under [SMC 17F.070.500](#). Otherwise, the owner must cause the building to be occupied in compliance with all applicable code requirements. However, it is the intent of this chapter that boarding a dangerous building is a temporary solution to imminent danger and a building may not remain boarded up longer than two years unless an extension of time is part of a plan approved by the building official or hearing examiner detailing the future rehabilitation, sale, demolition, or other disposition of the building.
 - 1. A property remaining boarded up longer than two years may be subject to demolition by order of the building official.
 - 2. The building official shall order the owner of any premises upon which is located any structure, which in the building official's judgment is so dilapidated or has become so out of repair as to be dangerous, unsafe, unsanitary, or otherwise unfit for human habitation or occupancy, and that it is unreasonable to repair the structure, to demolish and remove such structure; or if such structure is capable of being made safe by repairs, to repair and make safe and sanitary or to demolish and remove at the owner's option; or where there has been a cessation of normal construction of any structure for a period of more than two years, to demolish and remove such structure. (2006 International Property Maintenance Code section 110.1).
 - 3. When the building is of sufficient value to be repairable, the building official may recommend action by the City to obtain the property through eminent domain, pursuant to the provisions of the chapter 35.80A Revised Code of Washington.

4. As an alternative to demolition, when appropriate, the building official may issue an order to refer substandard, abandoned, unfit, or nuisance properties to Superior Court in pursuit of a receivership order.
-
- C. The owner of a substandard building must repair and rehabilitate it so as to bring it into compliance with the standards of this chapter, at a minimum, or into compliance with the new work and replacement requirements of the building and associated codes provided in [chapters 17F.030 through 17F.060 SMC](#) and [chapters 17F.080 through 17F.100 SMC](#) if applicable by their terms. When warranted by the nature and extent of the repairs and the type of occupancy, the order may require the building to be vacated and secured during rehabilitation.
 - D. The owner of an unfit building must cause it to be vacated, secured against entry, demolished, and the land filled and cleared. When warranted by the location of the building and the nature of the defects the order may allow demolition to be delayed upon such conditions, such as clearing and securing, as will safeguard health and safety.
 - E. Should the owner of an unfit building propose a written undertaking, acceptable to the building official or the hearing examiner, giving assurance and security that the building can be safely rehabilitated in a reasonable time, then the order can direct rehabilitation according to the undertaking, in lieu of demolition. Upon the owner's failure to accomplish his undertaking, the building official or hearing examiner may summarily order demolition or receivership, or when the building is of sufficient value to be repairable, the building official may recommend action by the City to obtain the property through eminent domain, pursuant to the provisions of chapter 35.80A Revised Code of Washington.
 - F. An order respecting a building under this chapter may require the owner to take specified action in regard to the surrounding ground whereby nuisance, such as dry vegetation or other combustible accumulations, or toxic, septic, or unsafe substances, is abated.

Date Passed: Monday, March 15, 2010

Effective Date: Wednesday, April 21, 2010

ORD C34577 Section 3

Title 17F Construction Standards

Chapter 17F.070 Existing Building and Conservation Code

Section 17F.070.490 Enforcement

- A. Whenever an owner has failed to complete the action required by an order under this chapter:
 - 1. the building official or the hearing examiner may extend the time for completion, imposing such conditions as may seem warranted, if the owner has made substantial progress; or
 - 2. the director causes the ordered action to be done, by competitive bid contract whenever feasible, or by negotiated contract, or by city forces when circumstances do not allow time for bidding.
- B. All work of rehabilitation and demolition done pursuant to an order made under this chapter is subject to all applicable laws respecting permits, contractor registration and certification of workers, except work done by city forces under emergency circumstances.
- C. Invitations to bid on a demolition contract shall provide that salvage be awarded to the contractor as a credit against the contract price. A bid based on an estimate of the value of salvage may not be changed to reflect actual salvage value. The director may invite and receive bids before the time for compliance by the owner has expired.
- D. As an alternative to demolition, when appropriate, the building official may issue an order to refer substandard, abandoned, unfit, or nuisance properties to Superior Court in pursuit of a receivership order.

Date Passed: Monday, February 28, 2005

Effective Date: Saturday, April 2, 2005

ORD C33594 Section 6

Receivership and the Building Official Process

The Building Official process is an administrative hearing process aimed at resolving substandard, abandoned, unfit, or nuisance properties in the City of Spokane. The Building Official, acting in a quasi-judicial role, is authorized by State Law and the Spokane Municipal Code to issue orders and take actions to resolve substandard conditions. Historically, the process has provided extended timeframes for compliance due to the limited actions for resolution. If an owner fails to cure the violations, the Building Official's options are fairly limited. The most common city action that resolves a substandard building is demolition. This action, while effective and often necessary, is cost and labor intensive. Demolition removes a potentially salvageable dwelling, replacing it with a vacant lot encumbered with liens.

Multiple departments within the City are impacted by abandoned and nuisance properties. Code Enforcement and the Spokane Police Department, in particular, spend extensive amounts of staff time attempting to resolve symptoms of these types of properties. These two departments collaborate on numerous approaches aimed at resolving complex issues that have broad impacts across multiple departments, including substandard buildings and abandoned properties. One particularly successful program has been the receivership program, implemented and managed by the Civil Enforcement Unit of the Spokane Police Department. With the assistance of the Legal Department, the Civil Enforcement Unit is able to petition the courts to appoint a receiver to facilitate the resolution of nuisance conditions when the ownership proves to be absentee or otherwise unable to manage the property in compliance with state and local law. The receiver is a third party agent of the property that is appointed by the court in successful cases. Many receivership cases have used Code Enforcement data and case information as evidence of abandonment and documentation of nuisance conditions. Numerous properties that have been in the Building Official process have ultimately gone through the receivership process as well, finally bringing about resolution to substandard and nuisance conditions, while avoiding demolition and costly liens. One missing piece in this partnership is explicit municipal code language that provides the Building Official with the option of directing a property towards receivership instead of ordering a demolition. As opposed to demolition, receivership addresses the root cause of the nuisance property, rather than just extending the cycle of symptom mitigation.

In conclusion, the Building Official Process is an effective method of Code Enforcement and due process for resolving symptoms of substandard buildings and abandoned properties. However, this process could have a greater impact on these properties with the ability to direct properties towards a receivership process. With the assistance of the Legal Department, the Building Official and Code Enforcement staff could petition the courts for a receiver to be appointed upon failure to comply with the Building Official's orders within a specified time. Code text amendments would be necessary to formalize receivership as an option for the Building Official process. More specifically, changes are needed to reference receivership as an alternative to demolition in Spokane Municipal Code sections 17F.070.470 and 17F.070.490. The Legal Department has assisted Code Enforcement staff with preparing drafts of the relevant code text amendments and staff plans to propose these amendments in 2020.

Briefing Paper

Urban Experience Committee

Division & Department:	Neighborhood and Business Services, Code Enforcement
Subject:	Receivership and the Building Official Process
Date:	January 2, 2020
Author (email & phone):	Jason Ruffing, Enforcement Supervisor, jruffing@spokanecity.org , 509.625.6529
City Council Sponsor:	Council President Breean Beggs
Executive Sponsor:	Kris Becker
Committee(s) Impacted:	Urban Experience, Safe and Healthy
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Aligned with Strategic Plan focuses of Available Housing, increasing housing quality and diversity. Also aligned with expressed intent of Chapter 17F of the Spokane Municipal Code, SMC 17F.070.010 D states It is further the policy of the City to put vacant buildings to use, especially residences, by encouraging the rehabilitation of usable structures and to demolish those that are beyond repair so that new development can occur.
Strategic Initiative:	Urban Experience, Safe and Healthy
Deadline:	Timeline: January of 2019, present at Urban Experience, February 2019, present at Plan Commission (possibly multiple meetings) March of 2019, return to Urban Experience, March- April of 2019, present for City Council adoption.
Outcome: (deliverables, delivery duties, milestones to meet)	Code text amendments for two sections in Chapter 17F of the Spokane Municipal Code to provide language authorizing the receivership process to be utilized as an alternative to demolitions of substandard, abandoned, unfit, and nuisance properties through the Building Official Process.
<p>Background/History: <i>The Building Official process is an administrative hearing process aimed at resolving substandard, abandoned, unfit, or nuisance properties in the City of Spokane. The Building Official, acting in a quasi-judicial role, is authorized by State Law and the Spokane Municipal Code to issue orders and take actions to resolve substandard conditions. Historically, the process has provided extended timeframes for compliance due to the limited actions for resolution. If an owner fails to cure the violations, the Building Official's options are fairly limited. The most common city action that resolves a substandard building is demolition. This action, while effective and often necessary, is cost and labor intensive. Demolition removes a potentially salvageable dwelling, replacing it with a vacant lot encumbered with liens. The Building Official Process is an effective method of Code Enforcement and due process for resolving symptoms of substandard buildings and abandoned properties. However, this process could have a greater impact on these properties with the ability to direct properties towards a receivership process. With the assistance of the Legal Department, the Building Official and Code Enforcement staff could petition the courts for a receiver to be appointed upon failure to comply with the Building Official's orders within a specified time. Code text amendments would be necessary to formalize receivership as an option for the Building Official process. More specifically, changes are needed to reference receivership as an alternative to demolition in Spokane Municipal Code sections 17F.070.470 and 17F.070.490. The Legal Department has assisted Code Enforcement staff with preparing drafts of the relevant code text amendments and staff plans to propose these amendments in 2020.</i></p>	

Executive Summary:

- *Code text amendments being proposed for Spokane Municipal Code sections 17F.070.470 and 17F.070.490*
- *These changes are needed to reference receivership as an alternative to demolition*
- *Receivership is already in use and has proven to be a successful method of bringing about ownership changes to properties that are abandoned, or substandard to the extent that they create a public safety hazard.*
- *City Legal, the Civil Enforcement Unit, and Code Enforcement already are in the practice of collaborating on these types of properties and referring cases for the receivership process.*
- *These code amendments will bolster this collaboration and improve the Superior Court process.*
- *Recent receivership success stories such as the Grove Community structures in West Central are great examples of the intent of these amendments. This cooperation has been successful in avoiding demolition, thus decreasing the amount of public dollars that are spent on demolitions.*

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☐ Yes ☒ No

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.) Potentially less budget expenditure on demolitions.

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No

Requires change in current operations/policy? ☐ Yes ☒ No

Specify changes required:

Known challenges/barriers:

BRIEFING PAPER
Plan Commission
Integrated Capital Management
February 12, 2020

Subject

2021 - 2026 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

None, this is an information briefing only to advise the Plan Commission that the update to the 6-Year Capital Street Program is underway. A reconciliation sheet indicating preliminary 6-year Streets Program changes that will be provided to the Plan Commission in advance of the planned consistency review workshop scheduled for April 15, 2020.

Division Corridor Study



Project Title	Division Corridor Study
Project Sponsor	Louis Meuler, Acting Director of Neighborhood and Planning Services
Project Manager	Kara Mowery, Neighborhood and Planning Services
Date Prepared	December 31, 2019

Project Description:

The study is a collaborative effort between the Washington State Department of Transportation (WSDOT), the City of Spokane, Spokane County, Spokane Transit Authority (STA), and Spokane Regional Transportation Council (SRTC). SRTC will serve as project manager and regional coordinator. The study will focus on opportunities and challenges for Division Street with completion of the North Spokane Corridor and implementation of High-Performance Transit (HPT) by STA. All modes of travel will be considered such as public transportation, private vehicles, pedestrian, biking and freight.

Project Purpose:

Division Street is the most heavily traveled principal arterial in the region. The study process will consider a more holistic view of transportation and land use opportunities and connections, including planned multimodal facility investments. The principal consideration is an evaluation of alternative concepts to implement a HPT system in the Division Street study area and to develop and review alternative land use, built form, and multimodal transportation concepts. With thorough public engagement, the community will assist in the development and review of transportation options to ensure alignment with the region's and local jurisdictions' long-term visions and safety goals.

With construction scheduled for completion in 2029, the North Spokane Corridor (NSC) will add additional transportation capacity to the region by connecting a new limited-access freeway from I-90 to US 2 and US 395 at the north end of Spokane. The new capacity from the NSC is expected to shift travel patterns. STA has identified Division Street as a future High Performance Transit (HPT) corridor and a priority for implementation. In anticipation of HPT implementation and opening of the NSC, there is an opportunity to plan for the Division Street corridor from a multimodal transportation and land use perspective.

Phase 1 of the study will consist of higher-level public engagement to determine the magnitude of potential and desired transportation and land use change within the corridor, starting with the assumption that there will be HPT along Division. Phase 1 has a large public engagement component, in-depth HPT analysis, and multimodal operational analyses to establish baseline and future conditions for the corridor. The second phase of the study will take initial findings and further develop alternative concepts for Division Street.

Project Priorities:

The study will advance safety in the Division corridor (US 2/US 395) through analysis of crash data and traffic operations. Study tasks will focus on multimodal operational conditions through the corridor,

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future travel demand, and elements that can improve both operational efficiency and safety for all users throughout the study area.

Critical success factors include:

- Stakeholders understand the impacts of the NSC on Division and other north-south corridors
- Stakeholders select a locally preferred alternative (LPA) for transit and complementary multi-modal improvements and land use options in the specified timeframe
- Stakeholders are satisfied that engagement was consistent, analysis was thorough, and recommendations are feasible
- Communities are encouraged about a new vision for Division Corridor including multi-modal options and future land use
- Meet the anticipated schedule for inclusion in FTA Small Starts and Regional Mobility Grant applications (end of 2021)
- Establish clarity around operations and management of the corridor (SR designation, etc.)

Project Deliverables / High-Level Outcomes:

The study will result in recommendations that address transit operations, multimodal planning, geometrics, safety, and land use opportunities in the corridor study area.

Project Timeline:

EXHIBIT 2: SCHEDULE

PHASE 1 TASKS	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Task 1 Project Management and Coordination												
Task 2 State of the Corridor												
Task 3 Transit Facilities and Project Planning												
Task 4 Community Outreach Support												
Task 5 Corridor Planning and Alternative Development												

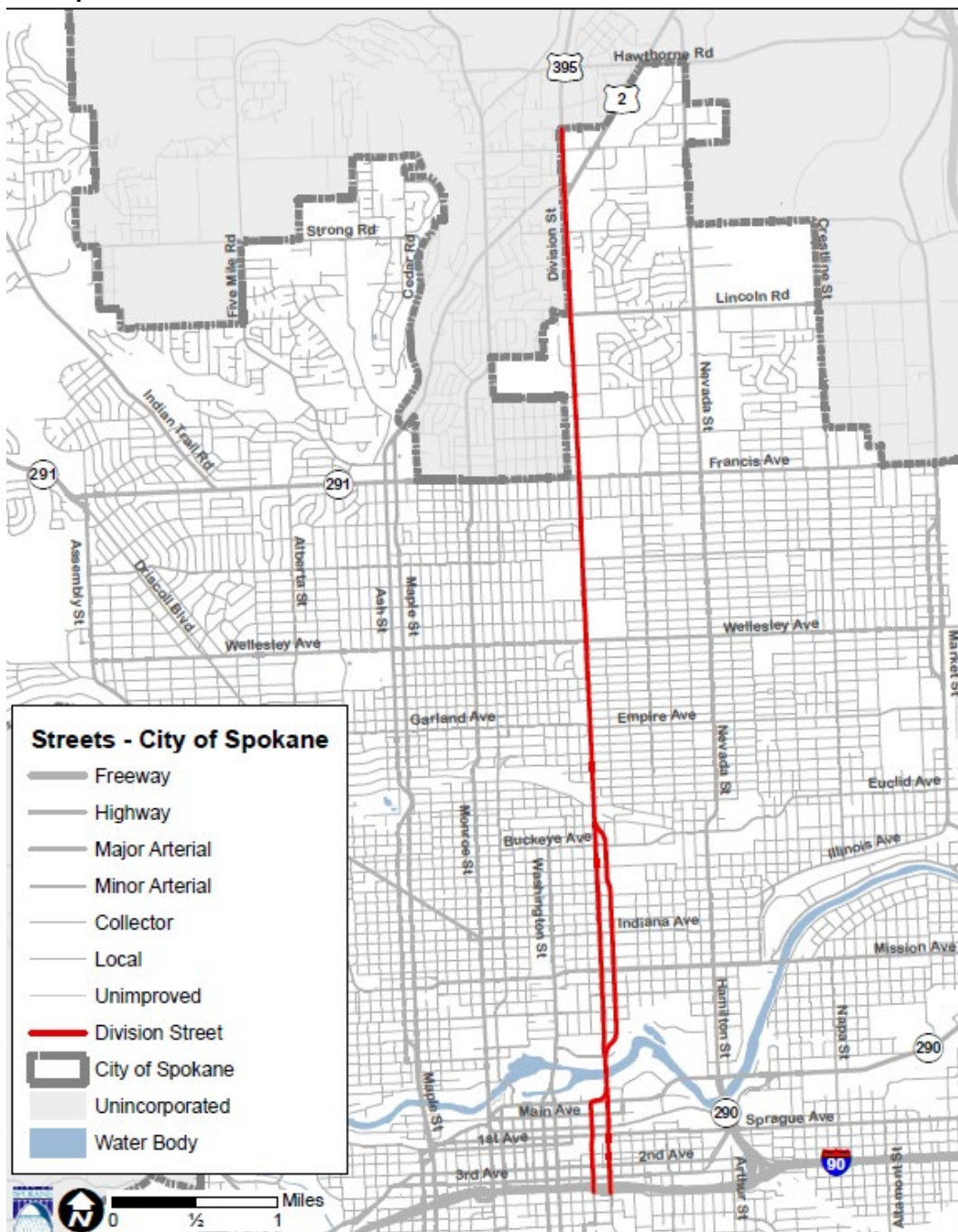
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Next milestones, public meetings:

The first public meeting is scheduled to take place in March 2020. The public engagement team will be meeting as needed, at least monthly and often weekly, to plan the engagement strategy and events.

Project Area Map:



US 195 / Interstate 90 Study



Project Title	US 195 / Interstate 90 Study
Project Sponsor	Louis Meuler, Acting Director of Neighborhood and Planning Services
Project Manager	Kara Mowery, Neighborhood and Planning Services
Date Prepared	December 31, 2019

Project Description:

The study is a collaborative effort between the Washington State Department of Transportation (WSDOT), the City of Spokane, Spokane County, Spokane Transit Authority (STA), and Spokane Regional Transportation Council (SRTC). SRTC will serve as project manager and regional coordinator for the study. The study will examine the interface of all modal systems including local, regional and state facilities, functions and services. All modes of travel will be considered such as public transportation, private vehicles, pedestrian, biking and freight. Solutions identified will be developed with an explicit understanding that the resulting projects will need collaborative and innovative approaches from all funding sources for success.

Project Purpose:

SRTC and the project partners are seeking creative strategies to mitigate congestion, improve traffic safety and circulation, and support land use and economic development goals, all while preserving the ability of the corridor to facilitate regional throughput. The US 195 and I-90 corridors have experienced increasing operational and safety issues, particularly at their interchange and at local access points. The interchange ramps do not meet current design standards. Topographical constraints, sensitivity to the natural environment, sustaining recreation access and supporting active transportation will be considered. The condition of infrastructure, specifically the aging I-90 Latah Bridges, will also be included in the scope. Current challenges include:

- **Safety**
 - Reduce collisions, improve safety for pedestrians and bicyclists
- **Operations**
 - Maintain reliability, improve congestion at the interchange and on I-90
- **Access**
 - Coordinated land use and environmental management, recreation access
- **Infrastructure**
 - Road and bridge conditions, railroads

The purpose of the multi-jurisdictional US 195/I-90 study is to develop a strategy for addressing these issues while considering practical solutions. The need for more-coordinated land use planning and access management between agencies will be addressed as well.

Project Deliverables / High-Level Outcomes:

- Finding solutions with practical budgets
- Improve safety for all users
- Preserve limited access of US 195

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- Develop alternate routes on local system
- Solve interchange issues
- Plan for bridge and other infrastructure improvements
- Prioritization to determine what may be implemented in a timely manner

Project Timeline:

Task	US 195/Interstate 90 Study Schedule																	
	Month																	
	1	2	3 (Jan 2020)	4	5	6	7	8	9	10	11	12	13	14	15 (Jan 2021)	16	17	18
1: Existing Conditions		1A				1B												
2: Community & Stakeholder Engagement		2A		2C	2B	2C		2C		2C		2C		2C		2C		
3: Future Conditions						3A/3B				3C								
4: Strategies												4A		4B			4C/D/E	

Next milestones, public meetings:

The early engagement phase of the project will share existing conditions data with key stakeholders and community members. The goal of this task will be to listen to mobility and safety concerns, share data to confirm issues or dispel misconceptions, and understand goals, priorities, and desired outcomes.

In addition, the consultant team will work with stakeholders and community members to identify potential mobility and safety strategies that address community concerns and the issues identified through the existing conditions analysis. The consultant team will work with the Steering Committee on the specifics; at this stage, we anticipate up to 10 phone/in-person interviews and up to two community engagement events (tabling at a supermarket or community event) and one public open house with complementary online element including an interactive website.

First public meeting: Monday, February 10, St. John's Lutheran Church

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Project Area Map:

