



# Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for February 6th, 2018  
At 9:00 AM  
City Council Briefing Center

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Public Comment Period:

3 minutes each Citizens are invited to address the Subcommittee on any topic not on the agenda

## Briefing Session:

9:00 - 9:30	1) Approval of the <a href="#">January 9<sup>th</sup>, 2018</a> Meeting Minutes	
	2) Chair Report	John Dietzman
	3) Secretary Report	Louis Meuler
	4) Council Liaison Report	
	5) Stakeholder Report	

## Workshops:

9:30 - 10:30	<a href="#">6 Year Transportation Program Update</a>	Brandon Blankenagel
	Street Standards Update Continued	Brandon Blankenagel

## Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for March 6, 2018

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

Username: COS Guest  
Password: Pmke4xwW

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

# Spokane PC Transportation Sub-Committee

January 9, 2018

Meeting Minutes: Meeting called to order at 9:03 am

## Workshop Attendance:

- Commission Members Present: John Dietzman, Chair; Char Kay, Charles Hansen, Paul Kropp, Kitty Klitzke, Heleen Dewey, Ryan Stewart, Mike Tresidder, Raychel Callary.
- Commission Members Absent: Todd Beyreuther, Rhonda Young, Kathy Miotke, Lori Kinnear, Joe Tortorelli
- Staff Members Present: Louis Meuler, Jacqui Halvorson.

## Public Comment:

- None

## Briefing Session:

1. The [December 5, 2017](#) meeting minutes approved unanimously.
2. Chair Report- John Dietzman

## Update on impact fees and changes since the last meeting:

- 1) We talked about changing the inflation index to a new one on a rolling five-year average, since then, there has been a continual desire on the developers side to have a consistent forecastable fee due to the long lead time between project development and economic justification, and the actual building permit when the fee is charged. They would like to know over a period of years what the fee is. So instead of having a rolling five-year average that would change slightly every year, the current proposal, which will go before the Commission tomorrow, has a fixed 1.96 percent which is based on a five-year average of the new Transportation Federal Construction Index.
- 2) One thing we did not discuss at our review was the language in the existing ordinance that implies that we should change the fee every year based on the impact fee project list and cost in each six -year capital budget that comes out each June, and has proved unworkable and left undone. So another change we will be discussing tomorrow with the Plan Commission is to remove all language that refers to the 6-Year Capital Budget list, and make it clear that it will be based on the project list that came out of the recent review, including the Citizen Advisory Board, that came up with a list. A lot of input went into this list, and that list will be fixed for the next 4-6 years, rather than the current two year review. Now it's clear that it will be 1.6 percent steady for 4-6 years and that the inflation factor will be reviewed prior to the next Board review. The project budget list and cost will remain fixed until the next review. We will change the 6-Year Capital Budget list that is in the big book for planning purposes, but the fee itself will be based on a fixed list recommended by the Citizen Advisory Board.
- 3) The other change we discussed was the fifty-percent costs going from 40-percent to 50-percent of the costs of the project that are anticipated for the next 20 years, so that the fees will be based on the funding providing 50 percent of the cost of the 20 year list of projects.
- 4) The other item was the PM peak-hour factor in the calculation, so now that will be set on SRTC's four-year cycle (for re-doing the traffic plan), and will be fixed based on the last one we recently approved, until the next SRTC traffic study. Everything is fixed now except inflation, so will be predictable as to what the fee will be.

Charlene Kay: Are they referencing the regional model or MTP?

Ryan Stewart: The Regional Model as of December 14<sup>th</sup>, 2017.

The cycle is fixed on 4-year until we are no longer a maintenance area for air quality; it will then change to every five years. (This won't be happening until 2025.)

John Dietzman: We will have this review every four years; also the Comp Plan update is done every eight years and any changes in the Comp Plan that require changes in the impact fees that would match with a four year review. We haven't been making enough money to pay for all the projects.

There is a web site that can be referred to for all changes that will be updated.

The hearing will be early February; then presented to the City Council later this spring.

Paul Kropp: I have trouble justifying the addition of the Fish Lake Trail bridge into the South area. This is a regional facility and the cost should be allocated across all districts. Paul will send John his proposed recommendation for how he would distribute the costs.

John Dietzman: I don't think we have any mechanism for doing this. Each district has a total cost which factors into big projects.

3. Secretary Report - Louis Meuler

**NSC Place-making PowerPoint Presentation.**

Louis described the new interactive web site the public can use to comment on Place-making. Neighborhood charrettes will be occurring soon. One will focus on the Children of the Sun trail, which will involve all neighborhoods. The goal is to determine what the public wants to see. Public engagement will be on-going. NSCplace is the web site. Louis would like feedback from the Committee on the times and locations for these public meetings.

4. Council Liaison Report - Lori Kinnear

No Report

5. Stakeholder Report

a. **Ryan Stewart**

We are kicking off a couple of exciting studies, and working closely with the City, STA, WSDOT and other stakeholders to discuss the US-195 and I-90 technical study; looking for solutions in those corridors and at the interchange. There are other issues we want to address at these locations and will use a consultant to work through that process in upcoming months.

The Division Street corridor study from I-90 up to the Division Street Y will also be completed in coordination with WSDOT, the City and STA. We are looking at future opportunities in that corridor, especially when the NSC is fully complete and STAs high performance transit improvements occur.

SRTC is sponsoring a Workshop 101 in the SRTC office February 11, 1-3 pm for new board members and others to find out how SRTC functions.

b. **Paul Kropp** indicated Kathy Miotke will resign as PeTT representative. PeTT will rely on Charles Hansen as alternate; PeTT Committee wants to look at traffic safety in response to neighborhood folks concerned about the 25MPH speed limit.

c. **Charles Hansen:** Last night I attended a traffic calming workshop; they have changed a couple of things: One is that they are not going to require that you get approval of 51 percent of the people within 400-feet of the new sidewalk; you will need to notify the affected land owner and also a renter if you are going to install a sidewalk in front of their house.

- School Red Light meeting date will be on the web site at the end of this week.

d. **Heleen Dewey:** Jenny Arnold is the new person on their team. For implementing Walk, Bike Bus 2018 we have been working with the City, SRTC and STA and have decided on an

area in the NE community close to the Hillyard Business District going south. Helen would like to have Char Kay on their steering committee

- e. **Char Kay:** Smart Growth America wants to come back to Spokane in March. WSDOT lead the first workshop, but SGA will lead the upcoming workshop, and will provide feedback about what they heard from us. We will invite you to participate.
- f. **Mike Tresidder:** STA. January service change will go into effect January 21<sup>st</sup> and will be minor. In December we had the kick-off for the plaza operational studies including the impact on our neighbors. Federal funding for the CCL is still looking good. Transit Center for West Plains is on schedule to open in September.

### **Workshops:**

#### **6 Year Transportation Program Update - Brandon Blankenagle**

Brandon presented an overview of the 6-Year Transportation Program Update and the Prioritization Matrix. Committee members were given a copy of the matrix with a goal of backfilling the program and drafting a recommendation of 6-8 projects to add to the list. Projects selected: 3, 4, 11, 16, 17, 24, 30, 72. Kitty Klitzke indicated sidewalks are bad along Broadway - Post to Cedar.

- Presentation given.
- Questions asked and answered.

#### **Street Standards Update**

Will this involve any Comprehensive Plan changes? Changes can be made once a year. Lisa Key prefers changes to come forward as part of the threshold review at end of January, and asked to keep that in mind regarding the process. They must still be adopted by the Plan Commission.

Lisa indicated there are several cleanup items in this year's Comprehensive Plan update, including strategic initiatives identified in the new Strategic Plan. There are five Comp Plan amendments now that have yet to be docketed that will likely take place in February.

- Presentation given.
- Questions asked and answered.

Adjourned 10:40 am.

**STREET PROGRAM RECONCILIATION SHEET**

( Comparing 2019-24 against 2018-23 6yr. Program)

**New Projects/Funding Added to Six-Year Program (2019-2024)**

<b>Section/ Funds/ CN Year</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Purpose Statement</b>	<b>Cost Estimate</b>
<i>Capital Improvements 2020</i>	<b>Wellesley Ave, Freya St to Havana St</b>	Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.	Pavement and utility updates to prepare infrastructure for economic development opportunities in this focal area.	<b>\$1,400,000</b>
<i>Bridge Rehabilitation 2020</i>	<b>Hatch Rd Bridge Deck Replacement</b>	Reconstruction of the Hatch Road deck to perpetuate the existing functionality.	Bridge maintenance and preservation.	<b>\$1,878,750</b>
<i>Bridge Rehabilitation 2019 - 2020</i>	<b>Post Bridge Replacement</b>	Full bridge reconstruction. \$8,000,000 federal grant will facilitate planned reconstruction project.	Bridge structural condition is very poor, with load limitations currently in place.	<b>\$16,000,000</b>
<i>Capital Improvements 2018 - 2020</i>	<b>Spokane Pavement Preservation - North</b>	Pavement rehabilitation by grind and overlay of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - Wellesley to Francis; Mission - Greene to Trent; Maple - Rowan to Country Homes; Ash - Rowan to Country Homes	Pavement preservation, keeping good streets good.	<b>\$7,755,659</b>
<i>Capital Improvements 2024</i>	<b>Spokane Falls Blvd – Post to Division</b>	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$3,700,000</b>
<i>Capital Improvements 2024</i>	<b>27<sup>th</sup> Avenue – SE Blvd to Ray</b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$1,500,000</b>
<i>Capital Improvements 2024</i>	<b>Mallon Avenue – Monroe to Howard</b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$1,000,000</b>
<i>Capital Improvements 2024</i>	<b>Cedar Street – 11<sup>th</sup> to 15<sup>th</sup></b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$1,000,000</b>
<i>Capital Improvements 2024</i>	<b>Broadway Avenue – Cedar to Post</b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$1,400,000</b>
<i>Capital Improvements 2024</i>	<b>Wellesley Avenue – Division to Nevada</b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$3,000,000</b>
<i>Capital Improvements 2024</i>	<b>Havana Street – Broadway to Sprague</b>	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.	<b>\$1,500,000</b>
<i>Capital Improvements</i>	<b>North Gorge Trail STUDY - Post Bridge to Suspension Bridge</b>	A study of the type and placement requirements to connect a trail along the north bank of the river between the Post Bridge and the Suspension bridge. This study will incorporate geotechnical, structural, and environmental look to determine feasible options for this trail connection	A trail connection along the north bank will activate the north bank, tying the recreational uses together and maximizing viewing opportunities of the Falls.	<b>\$250,000</b>