



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 4/14/2020

At 9:00 AM

Teleconference

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Briefing Session:

9:00 - 9:15	1) Approval of the 3/3/2020 Meeting Minutes	
	2) Chair Report	John Dietzman
	3) Secretary Report	Louis Meuler
	4) Council Liaison Report	Michael Cathcart
	5) Stakeholder Report	

Workshops:

6 Year Street Program Recommendation Workshop	Kevin Picanco
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Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 5/5/2020

Notice is hereby given that, pursuant to Governor Jay Inslee's Proclamation 20-28, dated March 24, 2020, all public meetings subject to the Open Public Meeting Act, Chapter 42.30 RCW, are to be held remotely and that the in-person attendance requirement in RCW 42.30.030 has been suspended until at least April 23, 2020.

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

Username: **COS Guest**

Password: **Yr9HjJcT**

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. 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.

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission Transportation Subcommittee meeting will be held on-line

Members of the general public are encouraged to join the on-line meeting using the following information:

To participate via video follow the link below (click on "Join meeting") and open Webex in your browser.

[Join meeting](#)

To participate by phone

Call: +1-408-418-9388 United States Toll
Enter: **260 333 672** followed by # when prompted for a meeting number or access code
Enter # when prompted for an attendee ID

While the meeting begins at 9:00am, you can join as early as 8:45am on the date of the meeting.

Please note that public comments cannot be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Louis Meuler at
plancommission@spokanecity.org

The audio proceedings of the Plan Commission Transportation Subcommittee meeting will be recorded, with digital copies made available upon request.

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Spokane PC Transportation Sub-Committee

- Draft Minutes

March 3, 2020

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:00 PM by John Dietzman

Attendance:

- **Subcommittee Members Present:** Charles Hansen, Paul Kropp, Heleen Dewey, Raychel Callary, Eve Nelson, Rhonda Young, Kitty Klitzke, John Dietzman (Chair), Dennis Morford, John Vansant, Michael Cathcart (Council Liaison)
- **Subcommittee Members Not Present:** Todd Beyreuther, Charlene Kay, Mike Tresidder, Joe Tortorelli
- **Quorum Present (50% +1):** YES
- **Staff Members Present:** Louis Meuler (Secretary), Kevin Picanco, Jackie Churchill

Public Comment: None

Briefing Session:

Minutes from the February 4, 2020 meeting approved unanimously.

- **Chair Report -John Dietzman**
 - None
- **Secretary Report - Louis Meuler**
 - Mr. Meuler reported that there will be an update on 195 Highway Study.
- **Council Liaison Report - Council Member Michael Cathcart**
 - CM Cathcart reported that at PIES meeting they discussed that the March PIES meeting will have an overview of transportation needs and how to fund them. The next PIES meeting is March 23rd.
- **Stakeholders Report -**
 - Raychel Callary, Lilac Services for the Blind - Reported about Lime scooter concerns and the accessibility issues that are caused when they are parked incorrectly across the sidewalk. They are hoping for enforcement for proper parking.
 - John Vansant, Spokane Public Schools Safety and Risk Management Specialist- Currently the Spokane Public School District's main concern is Coronavirus. They have been working with the health district on how to transport kids without potentially spreading the virus.
 - Dennis Morford, Citizen Transportation Advisory Board (CTAB) - Reported that CTAB made recommendations to Council on some projects and recommended not spending money on paving unpaved roads due to lack of funding.
 - Rhonda Young, Bicycle Advisory Board (BAB) - Reported that BAB has been focusing on major detours due to the Post Street Bridge and Kardong Bridge construction and are discussing appropriate solutions for the detours.
 - Heleen Dewey, Spokane Regional Health District (SRHD) - Reported that they are focusing on Covis-19 (Coronavirus) and they are preparing for that and moving forward with implementation of prevention measures. Ms. Dewey also reported that Walking School Bus program will be starting next week at 11 schools. They have found that students who participate have better attendance and behavior while participating. Walk Bike Bus will launch in early May in the Logan Neighborhood around the Cincinnati Greenway.

- Eve Nelson, Spokane Regional Transportation Council (SRTC) - Reported that SRTC has kicked off 2 more projects of their Data Project to look at how they can provide better data to support updating the Long Range Plan for the Metropolitan Transportation Plan. They will be using Subject Matter Expert Teams throughout the process.
- Paul Kropp, Neighborhood Alliance - Reported that Transportation Committee for Community Assembly is focusing on bike ways. And Colin Quinn-Hurst introduced himself as their new staff liaison. The next meeting in March will be focused trails including water trails which is a component of the County's Comprehensive Plan. The April meeting will focus on bridges.
- Charles Hansen, Whitman Neighborhood Council - Reported that his neighborhood is discussing the new bicycle route through his neighborhood that is in the City's Comprehensive Plan

Workshops/Presentations:

- **6 Year Street Program Consistency Review Workshop**
- Presentation provided by Kevin Picanco
- Questions asked and answered
- Discussion ensued
 - Kitty Klitzke in at 9:57 AM
- **Railway Safety Comp Plan Amendment**
- Presentation provided by Inga Note
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 10:31 AM

Next Plan Commission Transportation Subcommittee Meeting scheduled for Tuesday, April 7, 2020

BRIEFING PAPER
Plan Commission Transportation Subcommittee
Integrated Capital Management
February 4, 2020

Subject

2021 - 2026 Six-year Comprehensive Street Program - Proposed Programming

Background

The Six-Year Comprehensive Street Program lists projects scheduled for design and construction, and which have received dedicated funding. The Transportation Subcommittee has worked closely with City staff to bring together a prioritization matrix for arterial streets. This scoring matrix has been applied to all arterial streets that have not recently been reconstructed through the bond or other grant programs and have met pavement reconstruction criteria.

Generally, the next step is to reference the prioritized list of projects and select projects to fill the “out years” of the program (2025-2026). Another aspect of programming projects is to assure financial constraint and a schedule facilitating constructability. Over the past several years, costs for labor and materials have increased, so projects within the program are expected to cost more than originally anticipated. Grant funding availability impacts the ability to deliver projects. The City is also coordinating schedules with STA where projects overlap with the Central City Line.

The selection of new projects will depend upon the program budget. For 2020, this means reviewing potential grant opportunities aligned with the current budget forecasts related to the projects already programmed. Adding new projects may require delaying projects currently in the program.

Impact

Programming of projects prioritizes efforts to seek State and Federal grants to supplement arterial street funds. Balancing the program for budget adjustments is another important step in this process.

Action

Review project prioritization within the program as budgeted for the annual update to the 6-Year Program.

Spokane City

Plan Commission Transportation Subcommittee

April 14, 2020



SIX YEAR COMPREHENSIVE STREET PROGRAM 2021-2026 CONSISTENCY REVIEW WORKSHOP

Kevin Picanco P.E., Senior Engineer, Capital Programs



Outline

Documents in your Packet

- Reconciliation Sheet
- Consistency Matrix

Added Projects

Review Consistency Matrix & Reconciliation

Next Steps



Revisions Since Last PCTS

New/Additional Projects:

- WSDOT NSC – 2nd / 3rd Ave. Fiber Reroute
- WSDOT NSC – Ralph St. – Carlisle to Euclid



**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2021-2026)**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaigns	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Comprehensive Plan Chapter 4 Policies TR:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
12th Ave. - Deer Heights to Flint	X	X	X	X			X	X	X				X		X				X	X			X
Sherman St. - Sprague Ave. to 5th Ave.	X	X	X	X	X	X	X		X				X	X	X					X	X		X
Sherman St./5th Ave. Traffic Signal	X	X	X	X		X	X	X	X	X			X							X			X
Meadow Lane Rd. / 195 J-Turns		X	X	X				X	X				X						X				X
Freya / Palouse Hwy Roundabout	X	X	X	X			X	X	X				X		X				X	X			X
Garland Ave. Pathway - Cook St. to Market St.	X	X		X	X		X		X				X	X	X					X	X		X
Nevada / Lincoln Intersection & Signal Improvements	X	X	X	X			X	X	X	X			X							X			X
NSC - Greene / Ermina Traffic Signal Modifications	X	X						X					X							X			
NSC - 2nd / 3rd Ave. Fiber Reroute	X	X	X	X				X		X			X									X	
NSC - Ralph St. - Carlisle to Euclid	X	X			X		X						X	X	X		X		X	X			



TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

TR 5 Active Transportation

Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

TR 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

TR 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 21 Safe & Healthy Community Education & Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

TR 23 Effective and Enhanced Public Outreach

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

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TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 6 Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

TR 8 Moving Freight

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

TR 9 Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

TR 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

TR 12 Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

TR 16 Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

TR 19 Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.



Next Steps

April 27 – PC Consistency Review Workshop

May 13 – PC Hearing w/ Resolution

June 22 – City Council – Public Hearing

July 1 – Publish Final Program



Action Item

Request Plan Commission Transportation
Subcommittee to Recommend Consistency:

2021 – 2026 Six-Year Comprehensive Street Program



Questions?

Thank you.



**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2021-2026)**

Comprehensive Plan Chapter 4 Policies TR:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaign	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
12th Ave. - Deer Heights to Flint	X	X	X	X			X	X	X				X		X				X	X			X
Sherman St. - Sprague Ave. to 5th Ave.	X	X	X	X	X	X	X		X				X	X	X					X	X		X
Sherman St./5th Ave. Traffic Signal	X	X	X	X		X	X	X	X	X			X							X			X
Meadow Lane Rd. / 195 J-Turns		X	X	X				X	X				X						X				X
Freya / Palouse Hwy Roundabout	X	X	X	X			X	X	X				X		X				X	X			X
Garland Ave. Pathway - Cook St. to Market St.	X	X		X	X		X		X				X	X	X					X	X		X
Nevada / Lincoln Intersection & Signal Improvements	X	X	X	X			X	X	X	X			X							X			X
NSC - Greene / Ermina Traffic Signal Modifications	X	X						X					X							X			
NSC - 2nd / 3rd Ave. Fiber Reroute	X	X	X	X				X		X			X									X	
NSC - Ralph St. - Carlisle to Euclid	X	X			X		X						X	X	X		X		X	X			

<u>STREET PROGRAM RECONCILIATION SHEET</u>				
(Comparing 2021-26 against 2020-25 6yr. Program)				
New Projects Added to Six-Year Program (2021-2026)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Capital Improvements 2021-23</i>	12th Ave. - Deer Heights to Flint Rd.	Construct a new arterial roadway, extending 12th Ave. from the westerly City limits with Airway Heights at Deer Heights Rd. extending east to Flint Rd. (Design/Construction)	Provide an alternative east-west arterial to alleviate traffic congestion on HWY 2.	\$2-3M
<i>Capital Improvements 2021-23</i>	Sherman Ave. - Sprague to 5th Ave.	Sherman Ave. sidewalk, lighting and streetscape improvements.	Improve the corridor streetscape and bike and pedestrian environment.	\$1.3M
<i>Capital Improvements 2021-23</i>	Sherman/5th Traffic Signal	Construct traffic signal at Sherman/5th Ave. intersection.	Improve intersection capacity and operation at Sherman/5th intersection.	\$800k - \$1M
<i>Traffic Impact Fees 2022</i>	Meadow Lane Rd. / 195 J-Turns	Contract J-Turns on HWY 195, eliminating left turns from Meadow Lane Rd. directly on to HWY 195. (Design/Construction)	Reduce left turn conflicts at the intersection and provide safer access to HWY 195.	\$2.1M
<i>Traffic Impact Fees 2024</i>	Freya / Palouse Hwy Roundabout	Construct a new roundabout at he existing 4-way STOP intersection. (Planning/Design)	Improve intersection capacity to better accommodate recent and expected continued growth in traffic volume.	\$1.5M
<i>Traffic Impact Fees 2022</i>	Garland Pathway (Cook/Shaw MS to Market)	Construct a pedestrian and bike pathway along the northerly frontage of Garland Ave. from Cook St. (and Shaw Middle School) to Market St. (Planning/Design/Construction)	Provide an improvement bike and pedestrian to serve the high bike and pedestrian demand and to connect to the planned Children of the Sun Trail at the northeast corner of Market St./Garland Ave.	\$500k
<i>Traffic Impact Fees 2024</i>	Nevada / Lincoln Intersection/Signal Improvements	Widen the Lincoln St. approaches to the intersection to provide dedicated left turn lanes; modify the traffic signal and signal phasing to provided dedicated left turn lane phasing. (Design/ROW/Construction)	Improve intersection capacity and safety. Improve and optimize traffic signal phasing and operation.	\$.15M
<i>Capital Improvements 2021</i>	NSC - Greene / Ermina Signal Modification	Traffic signal pole relocation.	Accommodation of the North Spokane Corridor (NSC) skyway structure	\$175k
<i>Capital Improvements 2021</i>	NSC - 2nd / 3rd Fiber Reroute	Relocate City conduit and fiber cable communication infrastructure in the vicinity of 2nd & 3rd Ave. at the Thor/Freya interchange due to NSC construction impacts.	Maintain function City fiber communication network.	\$600k
<i>Capital Improvements 2021</i>	NSC - Ralph St. - Carlisle to Euclid	Design reconstruction of Ralph St., Carlisle to Euclid.	Restore Ralph St. after NSC related construction and utility relocation work.	\$239k
Honorable Mention Projects				
Section	Project Name	Comment	Purpose Statement	Cost Estimate
<i>Pedestrian and Bicycle 2021</i>	North River Dr. Sidewalk - East of Washington St.	Already in program in TBD section in 2020-2026 6-yr Program. Establishing as a stand alone project due to additional grant funding received.	This project will provide a sidewalk where none exists today for an area with a high volume of pedestrian traffic.	\$800k
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	
<i>Capital Improvements</i>	N. Indian Trail Grind and Overlay		Complete	
<i>Capital Improvements</i>	Spokane Street Preservation (North) - Phase I		Complete	
<i>Pedestrian and Bikeways</i>	Driscoll Sidewalk - Wellesley to Bismark		Complete	
<i>Capital Improvements</i>	Sunset Blvd. - Government Way to Royal		Complete	
<i>Pedestrian and Bikeways</i>	South Gorge Trail Phase I		Complete	
<i>Capital Improvements</i>	Riverside Dr. (MLK) - Phase II & III		Complete	
		PCTS Agenda		16