



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for
6/04/2024 At 9:00 AM
Hybrid: Virtual/ Briefing Center

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

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) Approve 5/07/2024 Meeting Minutes	
	2) Chair Report	Cliff Winger
	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Kitty Klitzke
	5) Stakeholder Report	PCTS

Workshop:

9:30 – 10:30	1) Climate Planning	Maren Murphy Planning Services
	2) Safety Data	Colin Quinn-Hurst, Planning Services

Adjournment:

Next Plan Commission Transportation Subcommittee is tentatively scheduled for 7/02/2024

The password for City of Spokane Guest Wireless access is:

Username: COS Guest

Password: K8vCr44y

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Meeting Information

Microsoft Teams [Need help?](#)

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Meeting ID: 299 457 809 762

Passcode: gprxmV

Dial-in by phone

[+1 323-618-1887,,864486343#](#) United States, Los Angeles

[Find a local number](#)

Phone conference ID: 864 486 343#

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 125 604 5

[More info](#)

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Spokane Plan Commission Transportation Sub-Committee Minutes

May 7, 2024

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:01 AM by Clifford Winger

Attendance:

- Subcommittee Members Present: Clifford Winger (Chair), Charles Hansen, Raychel Callary, Samantha Hennessy, Ryan Patterson, Char Kay, Pablo Monsivais & Eve McMenemy
- Subcommittee Members Not Present: Mary Winkes (Vice-Chair), Michelle Pappas, Jennifer Soto, Lukas Yanni, Paul Kropp
- Non-Voting Subcommittee Members Present: Colin Quinn-Hurst (Secretary), Council Representative Abbey Martin, Council Member Kitty Klitzke
- Non-Voting Subcommittee Members Not Present: *None*
- *Quorum Present: yes*
- Staff Members Present: Colin Quinn-Hurst, Tyler Kimbrell, Angie McCall, Della Mutungi

Public Comment:

- None

Briefing Session:

Minutes from the April 2, 2024 meeting were approved 8-0-1.

1. Chair Report - Clifford Winger

- Clifford reported that there is a proposed Transportation Commission that has been presented to City Council and the Mayor. He stated that if this passes this committee (PCTS) would “roll” into that Commission as he understands it. It most likely will not happen until summertime. Cliff gave thanks for all that have been attending these meetings. One of the highlights that has come out of PCTS has been a grant in the amount of 9 million dollars to Integrated Capital Management for Safe Streets for All.

2. Secretary Report - Colin Quinn-Hurst

- Colin shared the following:
 - There is outreach going on right now with the [South Logan Transit Oriented Development Study](#). Tyler Kimbrell and KayCee Downey are at neighborhood coffee shops (upcoming on Thursday, 5/23/24, and some Saturdays at Arctos Coffee).
 - The Centers and Corridors Study has an [online survey](#) right now, that is open until May 31, 2024. They did a couple of open houses already. One open house was with real estate professionals and one with the general public.
 - Next week is Bike to Work week. On Wednesday, May 15, 2024, the Mayor will lead a [morning ride and on Friday there will be another ride midday from Corban Park and Energizer Stations](#). Then the following week will be the [Bicycle Advisory Board mobile meeting](#) starting at Grant Park.

- Our department received a grant from the Department of Commerce to do the climate element of the [Comprehensive Plan](#). This will be starting sometime this summer but there is a transportation component to be on watch for.

3. Council Liaison Report - Kitty Klitzke

- CM Klitzke reported that she is currently working on a sidewalk utility. She met with those focused on policy of which they are looking to possibly advocate for a pilot project to the legislature for next year. Ideally, they would scope a program on a 25 or 28-year rotation where they repair and infill a percentage of the sidewalks that would get up to completion within this time frame. They are attempting to make sure that it is affordable to rate payers. Our Utilities department is looking into short-term solutions.

4. Stakeholders Report -

- Paul Kropp, Neighborhood Alliance - *Absent*
- Eve McMenamy, Spokane Regional Transportation Council -
 - Eve reported that the SRTC is continuing to work on a [regional safety action plan](#).
 - The board approved criteria for their unified list. The Regional Transportation Agency creates a unified list that is their mouthpiece to our legislatures and our congressional membership about our transportation priorities. They receive those from their member jurisdictions and then they prioritize this list. The projects need to be submitted by May 17, 2024. They also need to be legislative priorities from the City of Spokane. Each agency if they have legislative priorities/projects, they can forward those to the SRTC for inclusion on that list.
 - They are starting to kickoff their smart mobility and resiliency planning effort.
- Raychel Callary, Citizen-At-Large - Raychel had no report at this time.
- Lukas Yanni, Spokane Transit Authority - *Absent*
- Charles Hansen, Community Assembly PeTT Committee - Charles reported that PeTT (Pedestrian Transportation and Traffic) met on April 23rd. CM Zappone presented on sidewalk repair. Colin Quinn-Hurst also attended and presented about the proposed Transportation Commission.
- Jennifer Soto, Spokane Public Schools - *Absent*
- Samantha Hennessy, Spokane Regional Health District -
 - Samantha reported that the second [webinar](#) in their three-part series is coming up on May 30, 2024 at 12:00pm.
- Char Kay, WSDOT -
 - Char reported that they are advancing the work of the land bridge in the East Central vicinity and have selected a consultant as well as begun coordinating with them. This project will be completed through a series of task orders; therefore, they will not be providing a full scope of work for the entire project

but for each task individually. They are planning to have this be a community centered focus where the community will be at the heart of identifying type size and location, connectivity in and around the land bridge, and so forth.

- Complete Streets - The state legislature has required WSDOT to provide for more complete streets on preservation projects that are \$500,000 or more. They are currently working on a project along Division Street around the Y.
- Ryan Patterson, Plan Commission - No report for this month.
- Michelle Pappas, Futurewise - *Absent*
- Pablo Monsivais, Bicycle Advisory Board - Pablo reported that the Bicycle Advisory Board met in April and the primary focus of the meeting was the new proposed Transportation Commission. They discussed the pros and cons and wanting to make sure the bicycle infrastructure is going to be preserved. They also had a couple of updates including resurfacing projects and the application for bicycle friendly communities.
- Abigail Martin, Manager of Neighborhood Connectivity Initiatives for City Council -
 - Abbey reported that the Council members have deferred the Transportation Commission. CP Wilkerson, CM Cathcart and CM Zappone had various different amendments and the deferment will give them the extra time necessary to consolidate their amendment into one proposal.
 - Citizens Transportation Advisory Board, CTAB, met last month and held their elections. So, while the Transportation Commission is in discussions, all of the various committees (which would eventually be absorbed into the TC) are still meeting and carrying out business.
 - Signs will be coming that have a QR code with information about what CTAB is and where the citizens car tab dollars are going.

Workshops/Presentations:

1. West Central Infrastructure Project Outreach

- Staff member Colin Quinn-Hurst presented.
- Questions asked and answered.
- Discussion ensued.

2. Transportation Commission Format

- Staff member Colin Quinn-Hurst presented.
- Questions asked and answered.
- Discussion ensued.

Meeting Adjourned at 10:25 AM.

Next tentative Plan Commission Transportation Subcommittee Meeting scheduled for Tuesday, June 4, 2024.



City of Spokane

Comprehensive Plan - Climate Planning

The City of Spokane is embarking on a transformative journey to address the pressing challenges posed by climate change. As part of this effort, we're undertaking a major update to our Comprehensive Plan, a foundational document guiding the city's growth and development. This update, mandated by the Washington State Growth Management Act and due in 2026, presents a unique opportunity to integrate climate considerations into every aspect of our city's future.

What's Happening?

Climate change isn't just a distant threat—it's already affecting our community in tangible ways, from more frequent and severe heatwaves to disruptions in our natural landscapes and ecosystems. By integrating climate resilience and greenhouse gas reduction strategies into our Comprehensive Plan, we're taking proactive steps to safeguard our city's well-being and ensure a thriving, sustainable future for all residents.

The WA Department of Commerce climate planning grant is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov



How Does Climate Planning Relate to the Comprehensive Plan?

Our Comprehensive Plan serves as the roadmap for Spokane's future growth and development. By integrating climate considerations into this plan, we're not only addressing immediate challenges but also laying the foundation for a more sustainable and resilient city in the years to come. From land use and transportation to housing and economic development, every aspect of the Comprehensive Plan will reflect our commitment to climate action.

FUNDED BY WASHINGTON'S



Why Does it Matter?

Climate change affects everyone, regardless of age, background, or socioeconomic status. By proactively addressing climate risks and vulnerabilities, we can:



Protect Our Community

Climate-resilient infrastructure and policies can help mitigate the impacts of extreme weather events, reduce risks to public health, and safeguard our homes and businesses.



Preserve Our Environment

By reducing greenhouse gas emissions and promoting sustainable practices, we can protect our natural resources, safeguard biodiversity, and preserve the beauty of our region for future generations.



Promote Equity and Justice

Climate change disproportionately impacts vulnerable communities, exacerbating existing inequalities and injustices. By centering equity in our climate planning efforts, we can ensure that all residents have access to the resources and support they need to thrive.

How Can I Help?

- ▶ **Stay Informed:** Follow us on social media and sign up for our newsletter to stay up-to-date on the latest developments in our climate planning efforts. Knowledge is power, and your engagement helps drive positive change.
- ▶ **Attend Events:** Look out for us at community gatherings like Earth Day 2025. We'll be there to chat, share information, and hear your thoughts on climate planning.
- ▶ **Share Your Voice:** Your input is crucial in shaping our city's response to climate change. Join us for community workshops, town hall meetings, and online surveys to share your ideas, concerns, and priorities.

**Complete this
short survey!**



Got questions or ideas? Reach out to our team members for more information

Tirrell Black, Assistant Planning Director
tblack@spokanecity.org | 509-625-6500

Maren Murphy, Senior Planner (Climate Element)
mmurphy@spokanecity.org | 509-625-6500

2023												
	Pedestrian				Bicyclist				Both			
	Serious	Fatal	Total	% of Total	Serious	Fatal	Total	% of Total	Serious	Fatal	Total	% of Total
City Street	26	4	30	75%	3	1	4	50%	29	5	34	71%
County Street	0	0	0	0%	0	0	0		0	0	0	
State Route	3	7	10	25%	3	1	4	50%	6	8	14	29%
Miscellaneous	0	0	0	0%	0	0	0		0	0	0	
			40				8				48	
Division Street	2	5	7	18%	2	0	2	25%	4	5	9	19%

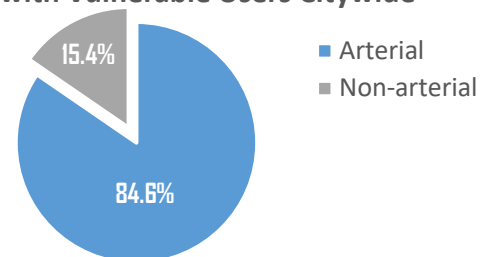
Table 1 Analysis of City Crash data 2017-2021

	Fatal/Serious Crashes				All Crashes				Priority Level
	City of Spokane		City-Owned Streets		City of Spokane		City-Owned Streets		
Overall	458	2.3%	5,012	1.7%	19,698		301,913		
By Primary Crash Type									
Angle	100	21.8%	1,183	23.6%	6,552	33.3%	110,168	36.5%	2
Fixed Object	54	11.8%	821	16.4%	2,200	11.2%	31,666	10.5%	2
Vulnerable User Involved	162	35.4%			972	4.9%			1
Bicyclist(s) Involved	34	7.4%			304	1.5%			3
Pedestrian(s) Involved	128	27.9%			668	3.4%			2
By Junction Relationship									
Intersection-Related	200	43.7%	2,443	48.7%	9,432	47.9%	153,454	50.8%	1
Non-Intersection-Related	159	34.7%	2,132	42.5%	6,594	33.5%	106,170	35.2%	1

Contributing factors for Fatal and Serious Collisions with Vulnerable Users citywide can be drawn from the additional analysis in Appendix A and are summarized as follows:

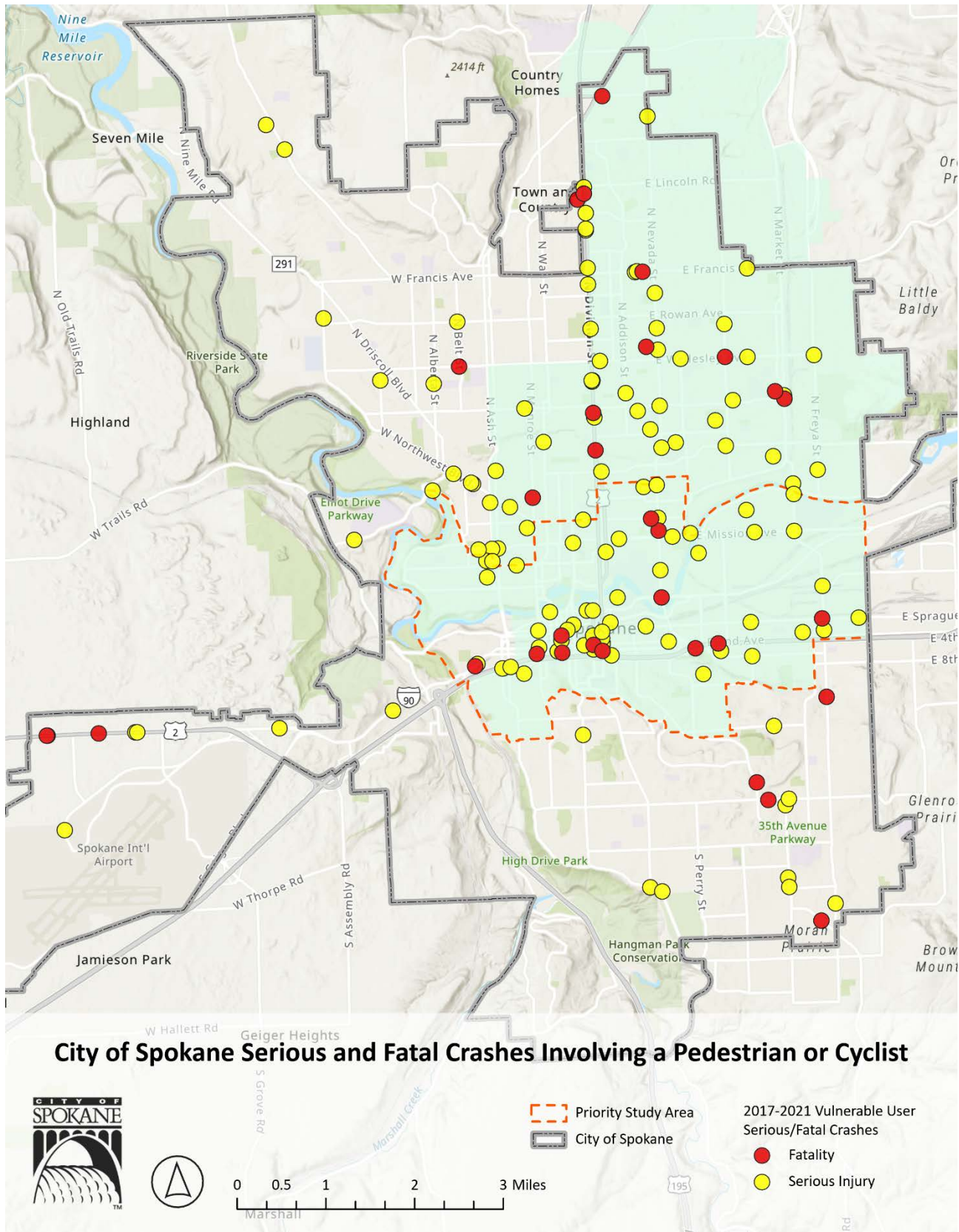
- 23% of these collisions occurred at arterial traffic signals.
- 58% of these collisions occurred at arterial intersections (all types of control).
- 40% of bicycle-specific collisions occurred on arterial roadway segments

Fatal and Serious Collisions with Vulnerable Users Citywide

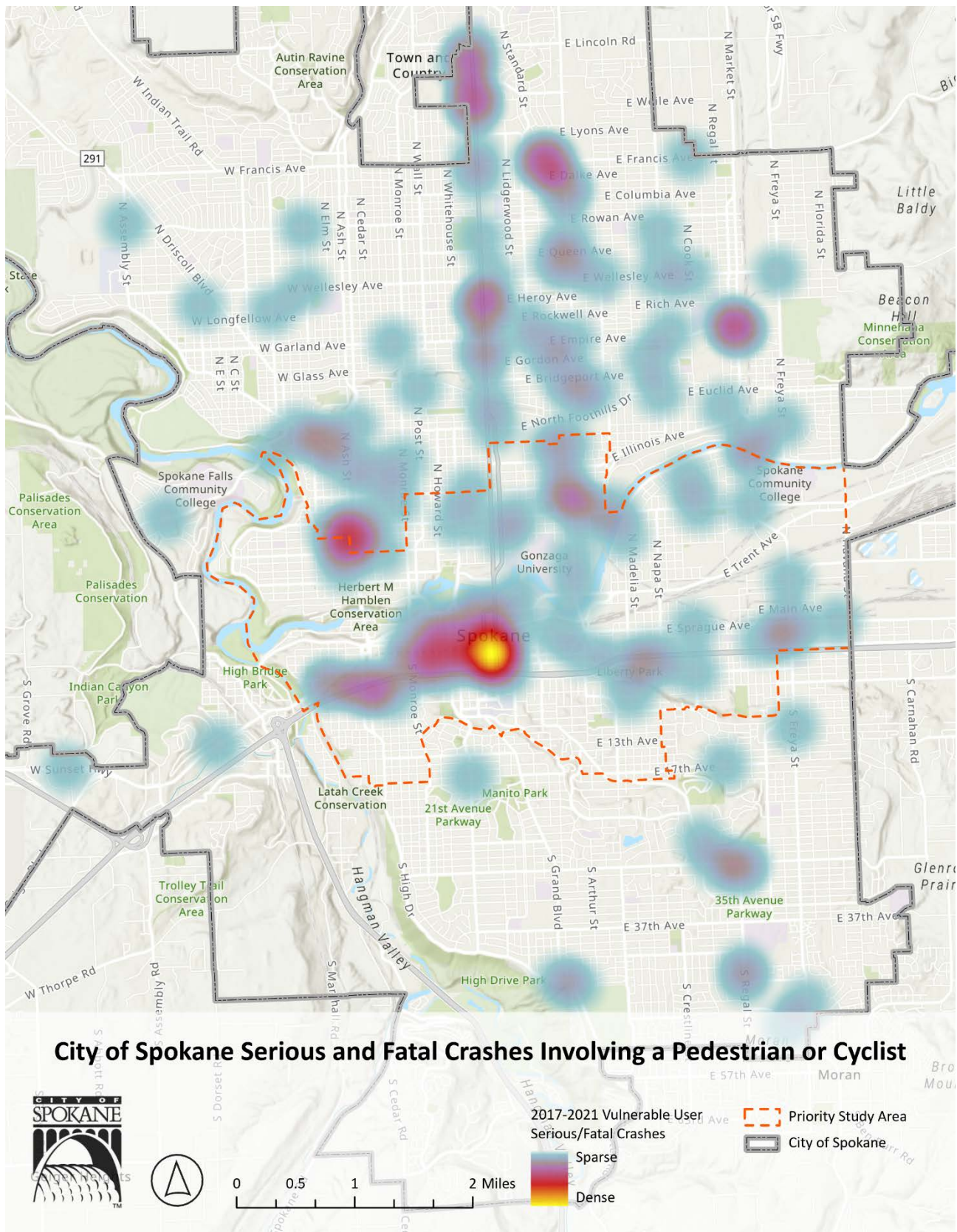


A closer look at the arterials and crash locations indicates that 227.1 specific miles of arterial stand out as a High-Injury Street Network for the city. This High Injury Network includes Major & Minor Arterials, Highways, and collectors across the city and within the Priority Study Area (see Map 3).

Map 1 Vulnerable User (Ped & Bike) Serious and Fatal Crashes



Map 2 Vulnerable User Crash Heat Map



City of Spokane High-Injury Street Network

Legend:

- City of Spokane
- Disadvantaged Community Tracts
- Priority Study Area
- High-Injury Street Network
 - Freeway
 - Highway
 - Major Arterial
 - Minor Arterial
 - Collector

Scale: 0 0.5 1 2 Miles

North Arrow: [North Arrow Symbol]

Table 2 Contributing Factors to Fatal and Serious Crashes with Vulnerable Users, within Disadvantaged Community Tracts

Contributing Factors	# of Severe and Fatal Injuries	% of Total Serious and Fatal Injuries (n=126)
Light Conditions		
Dark	62	49.21%
Daylight	58	46.03%
Dusk/Dawn	6	4.76%
Posted Speed		
20	2	1.59%
25	15	11.90%
30	53	42.06%
35	10	7.94%
45	1	0.79%
60	1	0.79%
<Null>	44	34.92%
Vehicle Action		
Backing	4	3.17%
Changing Lanes	2	1.59%
Going Straight Ahead	85	67.46%
Making Left Turn	18	14.29%
Making Right Turn	8	6.35%
Making U-Turn	1	0.79%
Other	3	2.38%
Starting From Parked Position	3	2.38%
Starting in Traffic Lane	2	1.59%
Junction Relationship		
At Driveway	4	3.17%
At Intersection and Not Related	4	3.17%
At Intersection and Related	74	58.73%
Exiting Roundabout	1	0.79%
Intersection Related but Not at Intersection	3	2.38%
Not at Intersection and Not Related	40	31.75%
Traffic Control		
No Traffic Control	86	68.25%
Other Traffic Control	1	0.79%
Signals	32	25.40%
Stop Sign	7	5.56%
Road Classification		
Alley	1	0.79%
Collector	6	4.76%
Freeway	3	2.38%
Highway	29	23.02%
Local	19	15.08%
Major Arterial	48	38.10%
Minor Arterial	20	15.87%