STANDING COMMITTEE MINUTES
City of Spokane
Public Infrastructure, Environment, and Sustainability
April 22, 2019

Committee Members Present
Council Member Breean Beggs, Committee Chair
Council Member Mike Fagan, Vice Committee Chair
Council Member Lori Kinnear
Council Member Candace Mumm
Council Member Karen Stratton
Council President Ben Stuckart

Committee Members Absent
Council Member Kate Burke

Staff Present
Angela Albin-Moore, Hannahlee Allers, Kris Becker, Brandon Blankenagel, Eldon Brown, Dan Buller, Mike Cannon, Carly Cortright, Danielle Cossey, Anna Everano, Marlene Feist, Eric Finch, Jacob Fraley, Raylene Gennett, Clint Harris, Curtis Harris, Lars Hendron, Garrett Jones, Gary Kaesemeyer, Dan Kegley, Brian McClatchey, Adam McDaniel, Katherine Miller, Inga Note, Cadie Olsen, Mike Ormsby, Kyle Overbust, David Paine, Erik Poulsen, Kevin Picanco, Colin Quinn-Hurst, Jason Sandobal, Elizabeth, Schoedel, Mark Serbousek, Scott Simmons, Mike Taylor, Kyle Twohig, Kandace Watkins

Guests Present
Phil Altmeyer, Todd Coleman

Council Member Beggs called the meeting to order at 1:15 p.m.

Review and Approval of Minutes
Council Member Beggs asked for a motion to approve the minutes of the March 25, 2019 meeting.

- Action Taken
- Council Member Fagan moved to approve the minutes of the March 25, 2019 meeting as presented; the motion was seconded by Council President Stuckart.

Discussion Items
A. Council Requests
   1. Consent Items for Discussion
   2. Legislative Items
   3. Ordinance for Improving Pedestrian Safety at Signalized Intersections
      Council President Stuckart discussed the proposed ordinance for improving pedestrian safety at signalized intersections. He reviewed the objective of the

ordinance and operational changes of the signalized intersections and walk signals for pedestrians. The ordinance would officially adopt the City of Spokane Pedestrian Master Plan and requires the plan to be updated at least every five years starting in 2020. Council President discussed the timing on the pedestrian recall and intervals. Scott Simmons said staff are working on the operational and cost analysis.

4. Ordinance for Fixed Outdoor Electric Deicing and Snow-Melting Equipment
   Kris Becker gave a brief overview of the draft ordinance on fixed outdoor electric deicing and snow melting equipment. She reviewed the information in the briefing paper including the incident in February in which a dog was electrocuted and passed away. This ordinance will require that all snow melting equipment be upgraded to include ground-fault protection and establish a standard for testing and maintenance. It also creates a registration program that will allow the city to maintain a database of the locations of the systems and to conduct monitoring.

5. Erie Stormwater Facility
   Dan Buller gave a presentation and reviewed the history of the Erie stormwater facility. He discussed the WSDOT grant for the project/location. Dan reviewed the alternative areas and estimated costs that were explored before determining the UGM parcel. Dan discussed the work to coordinate a trail under the bridge and asking UGM to relocate a storage building from along the river. Kyle Twohig discussed the timing of the project with WSDOT work on Trent Street Bridge. Phil Altmeyer, Director of UGM, was invited to speak. Phil discussed the use of the park and the safety in the area. The committee discussed proposing alternative options to the UGM board. Phil discussed UGM's work to be a good neighbor and having a safe environment.

6. Private Stormwater Inspections
   Dan Kegley discussed the work done by staff to review the permits for private stormwater facilities that exist in PUD's, housing developments and commercial developments. The permit includes an ordinance that is in place for nuisances such as failing or overflowing stormwater facilities. The city is required to have an inspection program with issuing citations. An additional stormwater inspector employee was hired. If the private owner allows access then the inspection is completed on a five-year basis. If it is not allowed then a private company is contracted to monitor the facility yearly for compliance. Council President Stuckart discussed being approached by Five Mile property owners being concerned about the amount of frogs in the private stormwater facility. Council Member Mumm discussed the aerators that were used in some of the private facilities located in Five Mile. Dan discussed that existing prior to December 31, 2017 would not be addressed since they were installed before the permit requirements.

7. Green Bins – Council Member Kate Burke (5 minutes)
   This item was deferred to the next meeting.

B. Staff Requests

1. South University District Gateway Bicycle Linkage Feasibility Study: Status Update on the RFQ

   Katherine Miller introduced Colin Quinn-Hurst, Bicycle/Pedestrian Coordinator. Katherine reviewed the feasibility study and design progress. Discussion was had on the work to explore property access and the trail designated as the priority focus for the study.

Strategic Plan Session

A. Priority Strategy 1. Rapidly Accelerating Street Pavement Maintenance Projects

- No report this meeting.

B. Priority Strategy 2. Repurposing Public Property to Stimulate Private Investment

- No report this meeting.

C. Priority Strategy 3. Sustainable City

- Putting Our Renewable Energy Resources to Work in the Community
  - Develop Business Plan and Marketing of Eco-District
  - Evaluate Sustainable Options for Expanded Renewable Options at City Facilities
  - Evaluate Future Opportunities for Utilizing Excess Power Production

    Scott Simmons introduced Todd Coleman, West Plains Public Development Authority. Scott discussed the development of the Eco District to locate business in and around the West Plains. A focus on green businesses and reuse of low value recyclables. Cadie Olsen discussed the coordination among City departments to establish a needs assessment. The need was identified for a high-level advisor. The team will meet with the specialists and will track the two-year project.

    Todd Coleman discussed the green circular economy focused in the West Plains. He discussed ways they are engaging with different companies in ways to utilize energy already located in the area such as a company developing bio char and utilizing the source of synthetic gas for heating buildings. He also spoke about looking at reuse of the current waste stream such as low-value plastics.

    Cadie discussed the opportunities that the department is exploring for expanded renewable options at City facilities. She discussed utilizing the information from the Greenhouse Gas Inventory Report. Discussion was had on recycling glass and the options for reuse.

Consent Items

1. Shared Mobility (Bikeshare) Vendor Selection and Contract
2. Oracle's Peoplesoft and database annual software maintenance and support
3. Contract with KPFF Inc. for Post Street Bridge Design
4. Inspection and Load Rating for Post Street Bridge
5. Under-freeway Lighting Upgrade
6. Contract for Parking Lot Maintenance

Riverside Park Water Reclamation Facility

7. Contract to supply liquid Nitrate Oxygen Odor Control Solution to Riverside Park Water Reclamation Facility
8. Contract for Special Inspection and Materials Testing Services for NLT Phase II

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

Due to the Memorial Day Holiday on May 27th the next meeting will be rescheduled to May 20, 2019 10:30 a.m. in the Council Briefing Center

Executive Session

None.

Adjournment

The meeting adjourned at 2:40 p.m.

Prepared by:

Barbara Patrick, Administrative Specialist

Chair

Public Infrastructure, Environment and Sustainability Committee
Meeting Agenda for
April 22, 2019
COUNCIL BRIEFING CENTER

The Spokane City Council's Public Infrastructure, Environment and Sustainability Committee meeting will be held at **1:15 p.m. on April 22, 2019** in Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Infrastructure, Environment and Sustainability Committee meeting is regularly held every 4th Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

AGENDA

I. Call to Order

II. Approval of minutes from March 25, 2019

III. Discussion Items

A. Council Requests
   1. Consent Items for Discussion
   2. Legislative Items (10 minutes)
   3. Ordinance for Improving Pedestrian Safety at Signalized Intersections – Council President Stuckart
   4. Ordinance for Fixed Outdoor Electric Deicing and Snow-Melting Equipment – Kris Becker
   5. Erie Stormwater Facility – Dan Buller (15 minutes)
   6. Private Stormwater Inspections - Dan Kegley (5 minutes)
   7. Green Bins – Council Member Kate Burke (5 minutes)

B. Staff Requests
   1. South University District Gateway Bicycle Linkage Feasibility Study: Status Update on the RFQ – Katherine Miller (10 minutes)

IV. Strategic Initiatives Session – Council Member Beggs and Scott Simmons

- Priority Strategy 1: Rapidly Accelerating Street Pavement Maintenance Projects
  No report this meeting.

- Priority Strategy 2: Repurposing Public Property and Assets to Stimulate Private Investment
  No report this meeting.

- Priority Strategy 3: Sustainable City
  - Putting Our Renewable Energy Resources to Work in the Community
    - Develop Business Plan and Marketing of Eco-District

- Evaluate Sustainable Options for Expanded Renewable Options at City Facilities
- Evaluate Future Opportunities for Utilizing Excess Power Production

V. Consent Items

1. Shared Mobility (Bikeshare) Vendor Selection and Contract
2. Oracle's Peoplesoft and database annual software maintenance and support
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Riverside Park Water Reclamation Facility

7. Contract to supply liquid Nitrate Oxygen Odor Control Solution to Riverside Park Water Reclamation Facility
8. Contract for Special Inspection and Materials Testing Services for NLT Phase II

VI. Executive Session

Executive Session may be held or reconvened during any Public Infrastructure, Environment, and Sustainability Committee meeting.

VII. Adjournment

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

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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 msteinholfson@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.

Briefing Papers

Briefing Paper
PIES

Division & Department:	City Council
Subject:	Improving Pedestrian Safety at Signalized Intersections
Date:	April 22, 2019
Author (email & phone):	Ben Stuckart – bstuckart@spokanecity.org 625-6269
City Council Sponsor:	Ben Stuckart
Executive Sponsor:	None
Committee(s) Impacted:	PIES; Urban Experience; Public Safety
Type of Agenda item:	☒ Consent ☐ Discussion Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	City of Spokane Pedestrian Master Plan Spokane Comprehensive Plan Transportation Benefit District NACTO Urban Street Design Guide City of Spokane Sustainability Action Plan City of Spokane Strategic Plan Linking Transportation Planning & Health Outcomes – SRHD RCW 9A.84.030 – Disorderly Conduct RCW 46.61.235 – Crosswalks RCW 46.61.050 – Obedience to and required traffic control devices RCW 46.61.060 – Pedestrian control signals RCW 46.61.240 – Crossing at other than crosswalks RCW 46.61.230 – Pedestrians subject to traffic regulations
Strategic Initiative:	Transportation Choices; Sustainability; Improving Streets; Planning for Growth
Deadline:	Will file after committee
Outcome: (deliverables, delivery duties, milestones to meet)	N/A

Executive Summary:

City of Spokane Comprehensive Plan Transportation Policy 1.1: "Design transportation systems that protect and serve the pedestrian first"

City of Spokane Pedestrian Master Plan Goal 4: "Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings."

City of Spokane Sustainability Action Plan Strategy 3A: "Review and revise standards and practices to remove barriers restricting expansion, safety, and use of pedestrian and bike ways."

Spokane Transit Authority Connect Spokane System Infrastructure 4.6: By allowing people to safely and efficiently reach their destination, pedestrian infrastructure plays a significant role in completing the transit network. STA supports efforts to improve and enhance pedestrian connections to its facilities.

Spokane's Walk Score is 48 which is considered *car-dependent*. Spokane's Walk Score lags most major cities in the Pacific Northwest except Boise and Missoula.[1] The average Walk Score around Spokane's signalized intersections is 72 which is considered *very walkable*. The signalized intersection areas with

[1] Missoula – 46; Boise – 41

Walk Scores below Spokane's 48 overall Walk Score include areas around Cooper Elementary, Salk Middle School, Gonzaga Prep School, Rogers High School, WSU Spokane, and Woodridge Elementary. A study by CHASE and the Washington State University School of Medicine found that although elementary schools in Spokane with the lowest socioeconomic status were in neighborhoods with the highest walk scores, the ability to walk "may be discouraged by the high crime rates and arterial road density within those neighborhoods" (Amram, Crowley, & Monsivais, 2018).

Although Spokane's number of commuters grew by 10% from 2013 to 2017 (Spokane Community Indicators, 2019), pedestrian activity continues to grow. New downtown housing and the interest and success of the shared mobility program has led to a greater increase in pedestrian activity throughout Spokane.

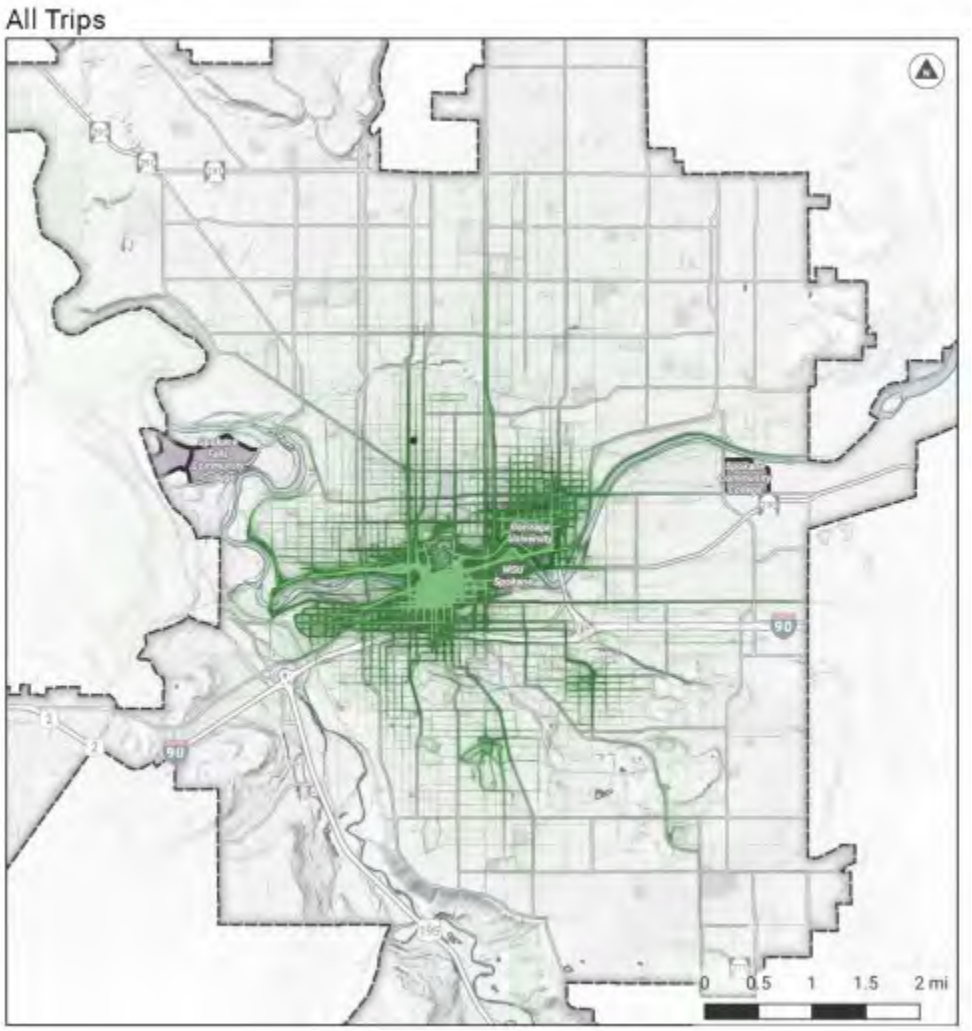

Figure 1 Shared Mobility Pilot Report - All Trips Report

Spokane neighborhoods have made walker safety and connectivity a top priority. Transportation is the second most expensive expenditure in a household[2]and several neighborhoods closer to the downtown core have identified reducing dependence on the automobile as a neighborhood goal. Studies show that increasing walkability increases property values (Bokhari, 2016) and increases a neighborhood's desirability. **This ordinance officially adopts the City of Spokane Pedestrian Master Plan as the guiding document that supports a more walkable, equitable, and complete city transportation network. The ordinance requires a Pedestrian Master Plan update at least every five years starting in 2020.**

Neighborhood	**Objective**

[2] BLS Consumer Expenditures - 2017

Greater Hillyard Northeast Planning Alliance (Bemiss, Hillyard, & Whitman Neighborhoods)	"pursue policy changes to permit pedestrian-resident –friendly access to local destinations" (Greater Hillyard Northeast Planning Alliance, 2010)
Nevada Lidgerwood Neighborhood (Nevada Heights)	"Coordinate with the City and neighborhood to evaluate solutions for non-motorized travel improvements" (Urban & Regional Planning Program at Eastern Washington University, 2011)
West Central Neighborhood	"Provide improved bike/pedestrian connections across major arterials to connect neighborhood destinations and create pleasant and safe travel environments" (West Central Neighborhood, 2012)
Peaceful Valley Neighborhood	"Work with the City to explore ways to improve access and multimodal connectivity to desirable destinations in and near Peaceful Valley, including Downtown, residential areas, offices, commercial areas, parks, and schools" (Peaceful Valley Neighborhood Council, 2015)
Chief Garry Neighborhood	"Improvement to pedestrian circulation and amenities in the Chief Garry Park neighborhood are top priorities. Improving the walking environment throughout the neighborhood will enhance safety and accessibility to the STA Central City Line improvements along Mission Avenue" (Chief Garry Neighborhood Council; ProjectTributa, 2017)
South Hill Coalition (Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, & Rockwood Neighborhoods)	"Improve safety for pedestrians at crossings of high-volume and/or high speed streets" (South Hill Coalition; MIG, 2014)
North Hill Neighborhood	"Improve pedestrian and bicycle safety along the auto-oriented major arterials in the neighborhood" (North Hill Neighborhood Council; MIG; BergerABAM, 2015)
Emerson-Garfield Neighborhood	"Pedestrian safety was identified as the neighborhood's top priority. Improving the convenience and safety of walking and biking will not only help in the pursuit of sustainable alternatives to driving, it will greatly increase economic viability for businesses on these streets. In addition, it will unite the neighborhood through more equitable access, opening up use of its shared parks and community resources. In short, increased pedestrian safety will make the Emerson-Garfield Neighborhood an even better place to live and work" (Emerson-Garfield Neighbohood Council; AHBL, 2014)

A pedestrian died in a traffic-related crash every three days in Washington State in 2017 (Pedestrian Safety Advisory Council, 2018). The Pedestrian fatality rate in the United States is the highest it is has been since 1990 (LeBeau, 2019).

Pedestrian safety is a citywide issue and not just isolated to the downtown core. According to Washington State Department of Transportation data, there was 162 pedestrian vs motorist collisions in

Spokane in 2018. 24 resulted in serious injuries while four collisions were fatalities. The majority of the pedestrian versus motorist collisions in 2018 occurred in the downtown core. Spokane averages nearly three pedestrian versus motorist collisions per week[3]resulting in 3 pedestrian fatalities per year.

Year	**Council District 1**	**Council District 2**	**Council District 3**
2013	0 Fatalities 2 Serious Injuries	0 Fatalities 6 Serious Injuries	1 Fatality 1 Serious Injury
2014	1 Fatality 1 Serious Injury	0 Fatalities 1 Serious Injury	1 Fatality 6 Serious Injuries
2015	1 Fatality 3 Serious Injuries	1 Fatality 6 Serious Injuries	1 Fatality 1 Serious Injury
2016	4 Serious Injuries	3 Serious Injuries	4 Serious Injuries
2017	2 Fatalities 6 Serious Injuries	1 Fatality 2 Serious Injuries	1 Fatality 5 Serious Injuries
2018	6 Serious Injuries	3 Fatalities 5 Serious Injuries	11 Serious Injuries 1 Fatality
TOTALS	4 Fatalities 23 Serious Injuries	5 Fatalities 22 Serious Injuries	4 Fatalities 21 Serious Injuries

* Data from the Washington State Department of Transportation Crash Portal

From 2013 and 2017, nearly 60% of all pedestrian fatalities and serious injuries in Washington state occurred in areas with a poverty rate higher than the state average (Washington State Department of Transportation, 2018). In Spokane, the results are strikingly similar. During the same time period, all but one pedestrian fatalities occurred in neighborhoods with a median household income lower than the city average. Furthermore, all but one fatality occurred in neighborhoods with a higher percentage of people of color than the overall city average.

Neighborhood	**Pedestrian Fatalities**	**MHI - $46,543 (2017)[4]**	**% Non-White (2017)[5] – *14.28%***
Shiloh Hills	4	$36,692	16.8%
Riverside	4	$13,433	17.7%
East Central	1	$38,326	23.3%
Lincoln Heights	1	$53,572	13.7%
Nevada Heights	3	$34,401	20.3%
Hillyard	1	$35,256	17.1%
West Central	2	$28,249	21.2%
West Hills	1	$46,458	15.9%
Logan	1	$26,560	18.0%
Chief Garry Park	1	$35,264	25.2%
Cliff/Cannon	1	$33,045	14.9%
Emerson/Garfield	1	$38,108	16.7%

Spokane's pedestrian vs motorist collisions per capita have outpaced every large city in Washington except Seattle over the last five years. Spokane's motorist vs pedestrian collisions per capita is double the city of Spokane Valley. **This ordinance supports Washington State's Target Zero goal of reducing all traffic-related fatalities and serious injuries by 2030.**

In 2017, most walkers killed or suffered serious injuries were struck by motorists crossing the street (Pedestrian Safety Advisory Council, 2018). Improvements to pedestrian signalization have the highest

[3] 134 pedestrian versus motorist collisions a year
[4] Spokane Community Indicators
[5] Buxton Survey Data

return on investment for transportation improvements because of the efficiencies gained by all users (Heerwagen, 2017). A significant number of walker vs motorist collisions occur on Highway 2 (Ruby/Division) where there are 30 different signalized intersections.

Pedestrian recall

City of Spokane Pedestrian Master Plan: "Pedestrian recall describes the situation where a pedestrian is given the 'walk' signal at every signal phase, without having to push a button".

More than half of all signalized intersections in Spokane require a pedestrian to press a button (actuated signal) to get the 'WALK' signal. Locating and pushing the actuated signal is difficult and inconvenient for elderly walkers and pedestrians in wheelchairs, pushing strollers, or holding items in their hands such as groceries. Snow and construction can make accessing the button even more difficult. Pedestrians who miss hitting an actuated signalized intersection must stand in the elements for another signal cycle exposing them to car exhaust[6]. NACTO recommends against the installation of actuated signals due to maintenance requirements and costs.

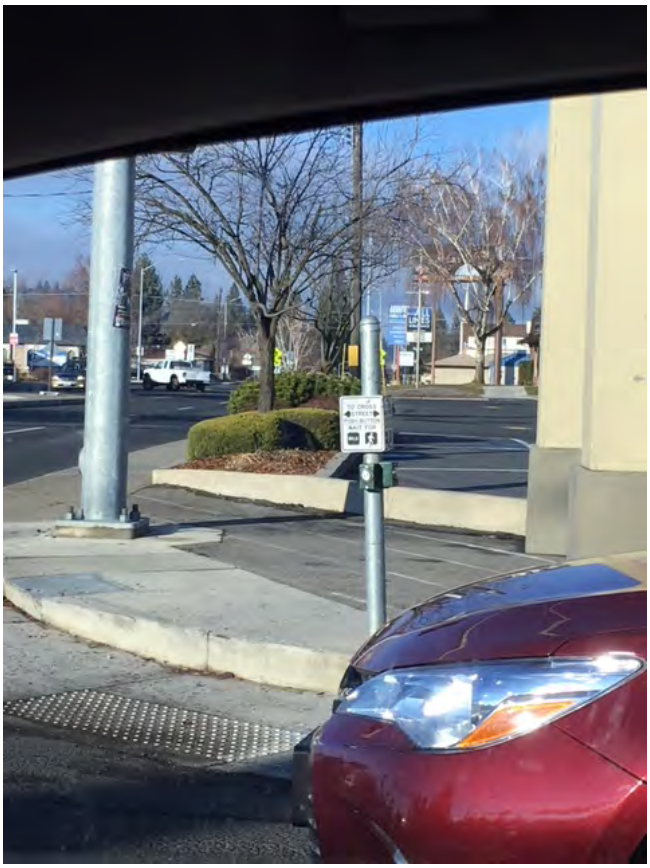

Figure 2 Francis & Monroe

To truly prioritize pedestrians, pushing a button should not be required to cross the street. Actuated signals do not lead improve pedestrian traffic conditions. Actuated signal are shown to be more effective in reducing motorist versus pedestrian crashes in the evening than during the day (Federal Highway Administration, 2004). In Spokane, the "WALK" sign does not come faster when a pedestrian presses the actuated signal. Pressing the button simply adds the "WALK" signal to the signal phase. Studies have shown that many pedestrians do not even push the button at all (Sulmicki, 2016) which leads to walkers violating the City's Model Traffic Ordinance and state law by walking against the 'WALK' sign. **This ordinance does not remove actuated signals. This ordinance simply requires the "WALK" indicator be shown automatically regardless of whether the walker presses the actuated signal.** (This

[6] Spokane County residents with asthma outpace the U.S. and Washington averages.

provision aligns with Safety Principle 4 – *Predictability and simplicity: Make it easier for all roadway users to use all roadways safely*, from the Washington State Pedestrian Safety Advisory Council)

Leading Pedestrian Interval

City of Spokane Pedestrian Master Plan: "Leading pedestrian interval gives pedestrians a few seconds head start to claim the right-of-way ahead of turning traffic, this may reduce conflicts with turning vehicles."

Leading pedestrian interval, also known as 'pedestrian head start' is a cost-effective method of increasing pedestrian safety at signalized intersections. Leading pedestrian interval make intersections where right and left-hand turns create safety conflicts with crossing pedestrians safer. Leading pedestrian interval gives walkers a 3 to 7-second head start before giving the motorists in the parallel lane the green signal. This establishes the pedestrian firmly in the crosswalk to increase visibility and reinforce right-of-way prioritization. Leading pedestrian interval increases efficiency by removing the guessing of whether a pedestrian is stepping out into the crosswalk. Leading pedestrian interval increases pedestrian visibility for drivers. Leading Pedestrian Interval is more effective when paired with no right turns on red. Studies have shown that Leading Pedestrian Interval to significantly reduce pedestrian vs. motorist crashes (Fayish & Gross, 2010).

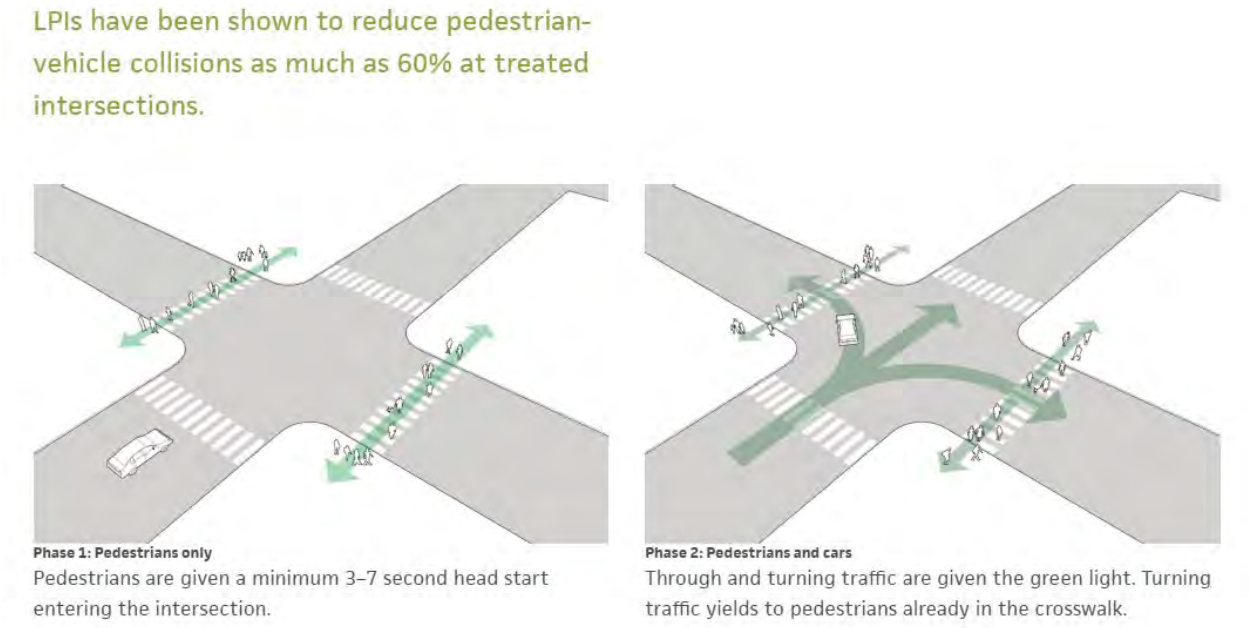

Figure 3 NACTO Urban Street Guidelines

Cities of all sizes such as State College Pennsylvania (Fayish & Gross, 2010) Gainesville Florida (City of Gainesville Florida, 2017), Charlotte North Carolina (City of Charlotte North Carolina, 2018), San Francisco (Jose, 2016), Los Angeles (Linton, 2016), Washington D.C. (Augenstein, 2017), Stamford Connecticut (Stamford Street Smart, 2016), and New York City (New York City Department of Transportation, 2017) have implemented leading pedestrian intervals. **The ordinance encourages the use of Lead Pedestrian Interval in downtown and near schools, childcare centers, hospitals, senior living facilities, or an area with a higher than average permanent or temporary pedestrian traffic.** (This provision aligns with Safety Recommendation 4.2 – *Support pedestrian safety technology*, from the Washington State Pedestrian Safety Advisory Council)

Accessible Pedestrian Signal (APS)

City of Spokane Pedestrian Master Plan: "ADA accessibility requires a navigable, safe pedestrian environment for all people, including those with physical disabilities. This includes curb ramps with

shallow approach angles and smooth transitions, detectable warning strips with truncated domes, and ideally includes audible crossing signals at priority locations."

Accessible Pedestrian Signals (APS) are pedestrian safety devices that use verbal commands (or Braille) to assist blind and low-vision pedestrians in determining the 'WALK' and 'DON'T WALK' intervals at signalized intersections. Accessible Pedestrian Signals are only installed on 32 of Spokane's 263 intersections. Pedestrian recall does not limit implementation of Accessible Pedestrian Signal (APS) throughout the remaining signalized intersections in the city. Accessible Pedestrian Signal (APS) improves walker safety for children, elderly, and people with mental and physical disabilities. People with disabilities in addition to children and older adults are more likely to be killed or seriously injured when drivers hit them (Pedestrian Safety Advisory Council, 2018). Research by the Federal Highway Administration's Pedestrian Safety Countermeasure Deployment Project found that Accessible Pedestrian Signals also benefit sighted pedestrians by reducing the percentage of walkers who begin crossing with the 'DON'T WALK' signal. The project also found a higher proportion of pedestrians starting immediately on the 'WALK' phase (San Francisco Municipal Transportation Agency; University of California Traffic Safety Center, 2008).

This ordinance sets a goal of deploying Accessible Pedestrian Signals (APS) to all signalized intersections in Spokane by 2025 by integrating installation of APS through projects in the 6-year Comprehensive Street Plan. (This provision aligns with Safety Recommendation 4.2 – *Support pedestrian safety technology*, from the Washington State Pedestrian Safety Advisory Council)

Figure 4 APS

Accessible Pedestrian Signals and Leading Pedestrian Interval are among the most effective tools at impacting pedestrian safety and improving the walker's perception of safety according to the Pedestrian Safety Countermeasure Deployment Project (San Francisco Municipal Transportation Agency; University of California Traffic Safety Center, 2008).

Budget Impact:

Approved in current year budget? ☐ Yes ☒ No

Annual/Reoccurring expenditure? ☒ Yes ☐ No

If new, specify funding source: Multiple funding sources including but not limited to: Transportation

District, Traffic Calming, Street Levy and other state/federal funding sources. Other budget impacts: (revenue generating, match requirements, etc.)
Operations Impact: Consistent with current operations/policy? ☐ Yes ☒ No Requires change in current operations/policy? ☒ Yes ☐ No Specify changes required: Known challenges/barriers:

Resources

Amram, O., Crowley, A., & Monsivais, P. (2018). *Health-related Socioeconomic Inequalities in School Neighborhoods in Spokane, Washington, USA.* Spokane: CHASE; WSU School of Medicine Department of Nutrition and Exercise Physiology.

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Culver, N. (2014, March 8). *Pedestrian hit in crosswalk at I-90 on-ramp*. Retrieved from The Spokesman-Review: http://www.spokesman.com/stories/2014/mar/08/drunk-pedestrian-hit-crosswalk-i-90-ramp/

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ORDINANCE NO. C - _____

An ordinance relating to pedestrian safety; adopting new chapter 16A.84 of the Spokane Municipal Code.

WHEREAS, the Spokane City Council has adopted a Pedestrian Master Plan (Ordinance No. C-35315 (Nov. 2, 2015)); and

WHEREAS, the Pedestrian Master Plan guides City decision-making on pedestrian facility improvements which are implemented through the Six-Year Comprehensive Street Program; and

WHEREAS, The Pedestrian Master Plan, as with every other master plan and comprehensive plan concerning the built environment in Spokane, is implemented through the adoption of policies and new or amended development regulations; and

WHEREAS, Comprehensive Plan Transportation Policy 1.1 provides that the City will "[d]esign transportation systems that protect and serve the pedestrian first"; and

WHEREAS, the City of Spokane adopted a Complete Streets Program (Ordinance No. C-34821 (Dec.19, 2011)) which "encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents"; and

WHEREAS, the City of Spokane's Sustainability Action Plan (approved by the Mayor on March 13, 2009 and implemented via SMC 15.05.030 (codified by Ordinance No. C- 35519 (July 17, 2017))) calls for the City to "review and revise standards and practices to remove barriers restricting expansion, safety, and use of pedestrian and bike ways; and

WHEREAS, the City of Spokane supports existing pedestrian safety groups such as the Spokane County Target Zero Committee and the Pedestrian Transportation and Traffic Subcommittee of the Community Assembly; and

WHEREAS, the City of Spokane supports standard pedestrian safety practices and innovative solutions to reduce pedestrian injuries and fatalities.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That there is adopted a new chapter 16A.84 of the Spokane Municipal Code to read as follows:

Chapter 16A.84 Transportation Priority - Pedestrian Safety

Section 16A.84.010 Definitions

DRAFT

A. “Accessible Pedestrian Signals” (“APS”) means integrated devices that communicate information about the “WALK” and “DON’T WALK” intervals at signalized intersections in non-visual formats to pedestrians who are blind or have low vision.

B. “Leading pedestrian interval” means a period of time during which an advance pedestrian green (i.e., “WALK” indication) for a crosswalk is displayed for a minimum of three seconds while red indications continue to be displayed to parallel, through, and/or turning vehicular traffic.

C. “Pedestrian recall” means a “WALK” mode programmed into signal controllers in which the start of the pedestrian green (“WALK”) indication coincides with the start of the green indication for the through movement parallel to the pedestrian movement and is called once per cycle.

Section 16A.84.020 Pedestrian Safety Top Transportation Priority; Purpose and Intent

A. The City of Spokane recognizes that pedestrian safety and service is the City’s highest transportation priority.

B. The City of Spokane desires an active, connected, equitable, sustainable, and complete transportation network for all users, maximizing innovation, access, choice, and options for all users in all four seasons.

C. The City of Spokane intends to enhance walking routes to schools, parks, retail locations, employment centers and desirable destinations for seniors.

D. The City of Spokane intends to remove barriers restricting expansion, safety, and the use of pedestrian and bicycle infrastructure.

E. The City of Spokane supports Washington State’s Target Zero goal of reducing all traffic fatalities and serious injuries to zero by the year 2030.

F. The City of Spokane supports regional efforts to identify and coordinate on pedestrian safety projects.

Section 16A.84.030 Pedestrian Master Plan

A. The City shall utilize the City of Spokane Pedestrian Master Plan as the guiding document to support a more walkable, equitable, and complete city transportation network that supports increased levels of physical activity, important connections to transit, and more transportation choices for all.

B. On or before December 31, 2020 and every five years thereafter, the City of Spokane should review and, as needed, update the Pedestrian Master Plan.

Section 16A.84.040 Pedestrian Recall

A. Pedestrian recall should be implemented at all signalized intersections in all downtown zones between the hours of six a.m. and midnight.

B. City traffic engineers may expand pedestrian recall throughout the city without approval of the City Council.

Section 16A.84.050 Leading Pedestrian Interval

A. Leading pedestrian interval is encouraged at all signalized intersections in all downtown zones as well as near schools, childcare centers, hospitals, senior living facilities, and any area with a higher than average level of permanent or temporary pedestrian traffic.

B. Leading pedestrian interval shall only be used at signalized intersections that are also equipped with accessible pedestrian signals.

Section 16A.84.060 Accessible Pedestrian Signals (APS)

A. It is the goal of the City of Spokane to deploy accessible pedestrian signals at all signalized intersections by the year 2025.

B. Accessible pedestrian signals shall be provided when new pedestrian signals are installed.

C. The deployment of accessible pedestrian signals shall be incorporated into the City of Spokane's Six-Year Comprehensive Street Program.

Section 16A.84.070 Pedestrian Safety Project Review

Each pedestrian safety project shall be reviewed at appropriate intervals for effectiveness and compliance with traffic safety enforcement standards, the Pedestrian Master Plan, and this chapter.

Section 16A.84.080 Active Transportation Priority Signalization

Nothing in this chapter shall restrict the planning or execution of transit, bicycle, or any other active transportation signal prioritization projects.

PASSED by the City Council on _____

_____
Council President

Attest:

Approved as to form:

_____
City Clerk

_____
Assistant City Attorney

_____
Mayor

_____
Date

_____
Effect

DRAFT

BRIEFING PAPER

Development Services Center

April 22, 2018

Subject:

AN ORDINANCE relating to Fixed Outdoor Electric Deicing and Snow Melting Equipment; adding a section 17F.050.165 to the Spokane Municipal Code.

Background:

After an isolated incident in February in which a dog was electrocuted on a public sidewalk, several community members expressed concern about the safety of electric snow melting equipment within the public right of way. The system involved in the incident is over 40 years old and while it met code at the time of installation, it does not have all of the safety features that would be required if it were to be installed today. Further, the City does not have any requirements for monitoring, maintenance or testing of these types of systems which may present as a safety hazard

The proposed ordinance will require that all electric snow melting equipment be upgraded to include ground-fault protection. A ground fault circuit interrupter (GFCI) is designed to detect stray current and turn off the power to the system thereby reducing the risk of electrocution. This safety feature will be required on systems located in the public right of way as well as on private property. The ordinance also establishes standards for testing and maintenance by adoption of the national standards. Finally, it creates a registration program that will allow the City to maintain a database of locations of these systems and establish a monitoring program.

Impact:

All electric snow melt systems installed after 1993 should already have ground fault protection, so no modification would be required. Those without the protection will need to add a GFCI, with installation costs estimated to be around $100. This work would also require an electrical permit for the installation at an average permit cost of $65. If the systems are large or complex, more than one GFCI may be required and the modifications and permitting required may be more expensive. A large portion of an electric snow melt system is embedded in concrete which makes inspection and ongoing maintenance difficult. Systems installed decades ago may have been subject to corrosion and may require additional repairs in order to come into compliance.

The Development Services Center will be offering an “amnesty” program where permit fees will not be charged for the next year to allow property owners to come into compliance with as little cost as possible. The required registration program will also be at no cost to the property owner.

For further information on this subject contact Kris Becker, Development Services Center Director at 625-6392.

ORDINANCE NO. C - _____

Section 17F.050.165 Fixed Outdoor Electric Deicing and Snow-Melting Equipment

A. Ground-fault protection of equipment shall be provided in compliance with the National Electric Code for all fixed outdoor electric deicing and snow melting equipment that is embedded in driveways, sidewalks, steps, or other areas that are publically traversable. This requirement shall apply to all embedded systems and shall apply retroactively to systems that were installed under older versions of the National Electrical Code.

B. All fixed outdoor electric deicing and snow melting systems shall be maintained by the property owner according to ANSI/IEEE 515.1-2012. Systems located within the public right of way shall be maintained by the adjacent property owner. Testing of the systems shall be conducted by the property owner and shall occur annually

C. Property owners with a fixed outdoor electric deicing and snow melting systems located within the adjacent public right of way or on public property shall register the system with the City Engineer on a form approved by the city engineer. The registration shall include a site plan showing the location of the system. In addition to any required permits, registration submittals for new installations shall include manufacturers cut sheets.

DRAFT

Briefing Paper
Public Infrastructure, Environment, and Sustainability

Division & Department:	Public Works Division / Integrated Capital Management
Subject:	Shared Mobility (Bikeshare) – Vendor Selection and Contract
Date:	4/22/19
Author (email & phone):	kpicanco@spokanecity.org; bblankenagel@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	
Type of Agenda item:	☒ Consent ☐ Discussion ☐ Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	
Outcome:	Shared Mobility (Bikeshare) Vendor Selection and Contract

Background/History:

The shared mobility (bikeshare) pilot in 2018 quickly became a very popular transportation option in the community. With shared mobility policies in place, municipal code revisions adopted and a desire to relaunch a shared mobility program by Spring/Summer of 2019 a Request for Proposals was released in March, 2019 to solicit proposals from shared mobility companies to operate in Spokane. Four proposals were received on April 8th and proposals were reviewed and scored by a five person selection committee. Lime (Neutron Holdings, Inc.) was selected as the preferred vendor. Contract negotiations are in process with the intent of bringing a contract forward for City Council briefing on April 22nd and decision on April 29th.

Executive Summary:

- *The Shared Mobility Request for Proposals (RFP 4513-19) was issued March 20th; proposals were due on April 8 and four proposals were received.*
- *Proposals were reviewed and scored by a five person selection committee made up of two City staff, a City Council representative, a representative from the Mayor's office and a staff person from Spokane Transit Authority.*
- *Lime (Neutron Holdings, Inc) was deemed the top ranked vendor and the selection committee agreed to move forward with contract negotiations with Lime.*
- *Staff expects to bring a contract forward for City Council Advance Agenda briefing on April 22nd with a decision at the April 29th City Council meeting.*
- *Relaunch of the Shared Mobility program is anticipated for the week of May 13th.*
- *A public information campaign addressing appropriate riding and parking behavior and rules and laws governing shared mobility is in development and will be released early May in concert with the shared mobility program relaunch.*

Budget Impact:

Approved in current year budget? ☐ Yes ☐ No ☒ N/A
Annual/Reoccurring expenditure? ☐ Yes ☐ No ☒ N/A
If new, specify funding source:
Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A
Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A
Specify changes required:
Known challenges/barriers:

Briefing Paper
Public Infrastructure, Environment & Sustainability (PIES) Committee

Division & Department:	Innovation and Technology Services Division
Subject:	Oracle's PeopleSoft and database Annual Software Maintenance and Support
Date:	April 22, 2019
Author (email & phone):	Michael Sloon, msloon@spokanecity.org, 625-6468
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Public Infrastructure, Environment & Sustainability (PIES) Committee
Type of Agenda item:	■ Consent ☐ Discussion ☐ Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	Oracle Annual Software Maintenance and Support Utilizing Budget Account #5300 73300 18850 54820
Strategic Initiative:	Sustainable Resources
Deadline:	April 20, 2019
Outcome: (deliverables, delivery duties, milestones to meet)	Continuation for Oracle Ongoing annual maintenance and support for PeopleSoft HCM and Cstar database.

Background/History:

Oracle America, Inc supports the City's PeopleSoft Human Capital Management (HCM) System and Cstar Oracle database, which is utilized by various City Departments. Oracle Software was selected and implemented in 2009 for the City of Spokane's PeopleSoft Benefits, Payroll and Time & Labor software. Oracle Software is the only supplier of PeopleSoft licensing. This contact includes software assurance for PeopleSoft Software. 2018 contracted amount was $209,180.19.

Executive Summary:

- Contract with Oracle America, Inc. for Annual Software Maintenance and Support of the City's PeopleSoft HCM system and Oracle Databases.
- Requesting $211,157.12 including tax for the renewal of this contract.
- Term is April 21, 2019 – April 20, 2020

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.)

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
Public Infrastructure, Environment and Sustainability

Division & Department:	Public Works – Engineering Services
Subject:	Contract with KPFF Inc. for Post Street Bridge Design
Date:	4/22/2019
Contact (email & phone):	Mark Serbousek x6154
City Council Sponsor:	Councilmember Beggs
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES/Urban Experience
Type of Agenda item:	■ Consent ☐ Discussion ☐ Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	This project is funded and approved in the City-Wide program. *"This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10."*
Strategic Initiative:	PIES - Repurposing of Public Property and Assets to Stimulate Private Investment – Leverage Riverfront Park Investments Urban Experience – Develop and Formalize World Class River Trail System
Deadline:	N/A
Outcome:	Award of contract – April 2019

Background/History: The City of Spokane has been working with Kiewit Infrastructure West under contract on the Progressive Design Build process for the Post St. Bridge replacement. During the validation phase of this contract the City and Kiewit team were unable to come up with an agreeable Guaranteed Maximum Price and therefore the contract was terminated. As part of this validation process the Kiewit team was able to go through 3 different design type iterations before settling on the final structure type of reusing the exiting arches. This provides a constructible bridge and the most cost effective structure to meet the cities needs.

The Kiewit team was also able to produce approximately 50% completed design drawings for the new structure during the validation process. Therefore, due to the high level at which the design of the bridge has been completed to this point, the Engineering Services Department would like to obtain the services of KPFF Engineering, a subcontractor to Kiewit on the original PDB contract. This would allow KPFF to continue on with the design of the bridge and provide the city with set of biddable documents at the end of this process.

The city would then go out to competitive bid late 2019 or early 2020. To complete this process the city will have to sole source KPFF and by doing this the city will save money and time on the project. If the sole source process is not used, the city will have to go out for a new RFP. This process would bring in a new design firm which would basically have to start the whole design all over. This will increase the design time and dramatically increase the design cost. The bridge construction is funded with State, Federal and Local utility dollars.

Executive Summary:

The contract amount of $1,411,600.00 is for full compensation of the designing and bidding of the Post St. Bridge Project.

The Design/Bid/Build contracting process will proceed as follows:

Award Design Contract

- April 22nd – Council to approve Contract with KPFF for project design
- End April – Signed contract with KPFF
- May 6th – Notice to Proceed for KPFF on completing project design

Design

- May – November – Complete Design Phase
- Bid Project – end of 2019 or Beginning of 2020

Construction

- Award low bid early 2020
- Start Bridge Construction early 2020
- Bridge Construction 2020 - 2021

*** Quarterly updates to PIES committee - design evolution and construction progress.*

Budget Impact:

Approved in current year budget? ■ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☐ Yes ■ No ☐ N/A

If new, specify funding source: Utility Rates, Federal Bridge Funds, and Sec. 129 (in City-Wide program and budget)

Other budget impacts: (revenue generating, match requirements, etc.) N/A

Operations Impact:

Consistent with current operations/policy? ■ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ■ No ☐ N/A

Specify changes required: N/A

Known challenges/barriers: N/A

Briefing Paper
Public Infrastructure, Environment and Sustainability

Division & Department:	Street
Subject:	Inspection and Load Rating of the Post Street Bridge
Date:	April 22, 2019
Contact (email & phone):	lmalstrom@spokanecity.org 625-7749
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	■ Consent ☐ Discussion ☐ Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome:	Inspection and load rating of this bridge for federal bridge standards. Inspection must be done by the end of May.

Background/History:

The Post Street Bridge is slated for replacement, but still requires inspections to keep the bridge open for public use. The City can no longer inspect this bridge with our equipment because of the decreased load rating on the bridge. A consultant, qualified for climbing, will be required to conduct the inspection. KPFF will be sourced to complete the inspection since they will be designing the replacement and can utilize information from the inspection for design and construction.

Executive Summary:

- Inspection and load rating of this bridge for federal bridge standards.
- Inspection must be done by the end of May.
- The approximately cost will be $63,000 budgeted in 2019.
- KPFF will be utilized to perform the inspection.

Budget Impact:

Approved in current year budget? ■ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☐ Yes ■ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ■ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ■ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper
PIES Committee

Division & Department:	Public Works/Street Department
Subject:	Underfreeway Lighting Upgrade
Date:	April 22, 2019
Author (email & phone):	Gary Kaesemeyer (gkaesemeyer@spokanecity.org 232-8810)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	☐ Consent ☐ Discussion ■ Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Innovative Infrastructure and Sustainability
Deadline:	5/9/19
Outcome: (deliverables, delivery duties, milestones to meet)	Complete Installation of fixtures by September 1, 2019

Background/History: *This project will upgrade existing high pressure sodium (HPS) fixtures to LED lighting to enhance light levels under the I-90 viaduct. To date LED upgrades have occurred under the I-90 viaduct from Maple Street to McClellan Street, excluding roadway under-crossings. We will upgrade 108 fixtures located at viaduct roadway under-crossings and parking areas between McClellan and Division Streets. In addition five fixtures will be purchased for stock. This will complete the under-freeway lighting upgrades.*

Executive Summary:

- *Estimated cost per fixture $480*
- *Total estimated cost $60,000 (incl. tax)*
- *Typical 5 year warranty*
- *Purchase using street lighting power service fund anticipated savings from City-wide LED cobra head deployment*

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.)

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
Public Infrastructure, Environment, and Sustainability

Division & Department:	Asset Management
Subject:	Parking Lot Maintenance Contract With Arrow Concrete
Date:	April 22, 2019
Author (email & phone):	Dave Steele, 625-6064
City Council Sponsor:	
Executive Sponsor:	Theresa Sanders
Committee(s) Impacted:	
Type of Agenda item:	**X** Consent Discussion Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	ASAP
Outcome:	Master parking lot maintenance contract for work to be completed in 2019

Background/History:

In 2017 City staff oversaw pavement repair and maintenance efforts at 12 of the 75 facilities throughout the City of Spokane. In 2018 work was completed at 19 additional parking lots. In both years, work was completed under $200,000 master contracts managed through Asset Management and in coordination with each of the affected departments such as Fire, Police, Library, and Parks.

Funding has been identified to allow for the completion of an additional $200,000 worth of paving maintenance during the 2019 paving season. City staff released an RFP for the completion of this year's work in early 2019.

The request for bids identified a list of the various common work items and associated unit costs for each. This format allows for the development of individual scopes of work for each unique location. This contract has been developed in a master contract format, providing the flexibility necessary to complete as much work as possible at a wide variety of locations during the paving season, while working around various public events at these locations and accounting for the differing levels of work needed at each site.

Executive Summary:

City staff is moving forward with plans to perform ongoing parking lot maintenance for City owned lots across various departments

Budget Impact:

Approved in current year budget? Yes No

Annual/Reoccurring expenditure? Yes **X** No

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? **X** Yes No

Requires change in current operations/policy? Yes **X** No

Specify changes required:

Known challenges/barriers:

Briefing Paper
Public Infrastructure, Environment, and Sustainability

Division & Department:	Public Works and Utilities
Subject:	Contract to supply liquid Nitrate Oxygen Odor Control Solution to Riverside Park Water Reclamation Facility.
Date:	April 22, 2019
Contact (email & phone):	Michael Cannon, Assistant Plant Manager 625-4642 mcannon@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	PIES
Type of Agenda item:	■ Consent ☐ Discussion ☐ Strategic Initiative
Alignment:	
Strategic Initiative:	Innovative Infrastructure – Affordable Utility Rates
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval to award contract with Two Rivers Terminal, LLC to supply liquid Nitrate Oxygen Odor Control Solution to Riverside Park Water Reclamation Facility, 6602 North AL White Parkway.

Background/History: RPWRF has used nitrate oxygen odor control chemicals to control odors and corrosion at Northwest Terrace Lift Station (which is located adjacent to Riverside State Park) for many years, with excellent results.

This is a three-year contract tentatively scheduled to begin on April 1, 2019 and to end on March 31, 2022. The contract may be extended for two additional one-year contract periods with the total contract period not to exceed five years.

Executive Summary:
The department will use this chemical to reduce and control odors and corrosion at the Northwest Terrace Lift Station.
Award of BID #773-19 to Two Rivers Terminal, LLC (Pasco, WA) who is the lowest responsive bidder who met our requirements to supply approximately 65,000 gallons of liquid Nitrate Oxygen Odor Control Solution at $1.89 per gallon, for a total three-year contract cost of $401,350.95, which includes 8.9% sales tax for the period April 1, 2019 to March 31, 2022. Total cost including sales tax $401,350.95. ($133,783.65 per year).

Budget Impact:
Approved in current year budget? ■ Yes ☐ No ☐ N/A
Annual/Reoccurring expenditure? ■ Yes ☐ No ☐ N/A
If new, specify funding source: Department
Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:
Consistent with current operations/policy? ■ Yes ☐ No ☐ N/A
Requires change in current operations/policy? ☐ Yes ■ No ☐ N/A
Specify changes required:
Known challenges/barriers:

Briefing Paper
Public Infrastructure, Environment, and Sustainability

Division & Department:	Public Works / Riverside Park Water Reclamation Facility
Subject:	Contract for Special Inspection and Materials Testing Services for NLT Phase II
Date:	April 22, 2019
Contact (email & phone):	P. Mike Taylor, pmtaylor@spokanecity.org, 625-4660
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	X Consent ☐ Discussion ☐ Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	
Outcome:	

Background/History:

The Next Level of Treatment Project at RPWRF is at mid-point of construction and transitioning from mostly excavation, concrete placement, and preparatory work to constructing the above-ground membrane building and installing the mechanical equipment and controls. The types of construction requiring Special Inspections and Materials Handling for this final phase is broader and of sufficient scope that RPWRF conducted a new RFQ selection for this work. For objectivity, the firm providing these services must be hired and paid by the City, and report to the City. Inspections and testing include, but are not limited to: general, geotechnical, architectural, reinforced concrete, structural steel, other steel construction, and mechanical.

Budinger & Associates of Spokane Valley was selected as the most qualified of the four firms that responded to RFQ 4512-19 to perform this work. The City's NLT Project Management Office negotiated the scope, schedule, and budget. The work will be scheduled as needed to support the construction and paid on a time and material basis, not to exceed $450,000, and completion is anticipated by June 30, 2021.

Executive Summary:

- RPWRF's Next Level of Treatment Project requires Special Inspections and Material Testing
- Inspections and testing relate mostly to geotechnical, architectural, structural, & mechanical
- For objectivity, the provider of these services must be contracted with and report to the City
- The remaining Special Inspections and Materials Testing budget is $450,000.00
- The cost is funded by Sewer Rates
- The work is expected to be completed in mid-2021
- A Management Reserve of 10% is requested - $45,000.00

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A
Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A
If new, specify funding source:
Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A
Requires change in current operations/policy? ☐ Yes ☐ No ☒ N/A
Specify changes required:
Known challenges/barriers:

Presentations

Northeast PDA
Interlocal Agreement with Spokane County

	Issue	Agreed Approach
1	Geographic Boundaries	Geographic Boundaries of the current YARD focus area, joint planning area (JPA) east of the current Yard focus area, JPA and UGA land north of the current YARD focus area, JPA and UGA land north of the current YARD focus area up to Magnesium Road.
2	Term	20 years. Includes language which allows option for City/County to dissolve if a Port District is created or by mutual agreement, plus a methodology to assure outstanding debt is addressed.
3	Revenue Sharing	Both City and County share 75% of new incremental increases in tax revenue within PDA focus area boundaries. City and County will commit and include all tax revenue sources for their respective entities. NOTE - 75% of increases in revenues will go to the PDA for financing.
4	Debt	City and County would jointly back outstanding debt when a backstop is required. Either City or County can veto any debt proposal where they would be responsible for issuance or repayment of the debt.
5	Stand Down on Annexation from City and Commitment of Waste Flow from County for Period of Stand-Down.	Stand down on annexation within PDA Boundaries for term of PDA.
6	GFC Waiver	Yes - Within PDA Boundary
7	Utility Rates – In-City	Yes - Within PDA Boundary
8	City's Incentive Matrix	Yes - Within PDA Boundary (Need to delineate projects of City-wide significance and how/if this incentive applies within the PDA)
9	Governance	PDA Board to be comprised of two City and two County standing appointments; and three at-large business representatives selected by the four permanent Board Members.
10	Initial Funding for PDA Executive	City and County will provide preliminary funding for up to 3 years for PDA Executive Director and administrative expenses.

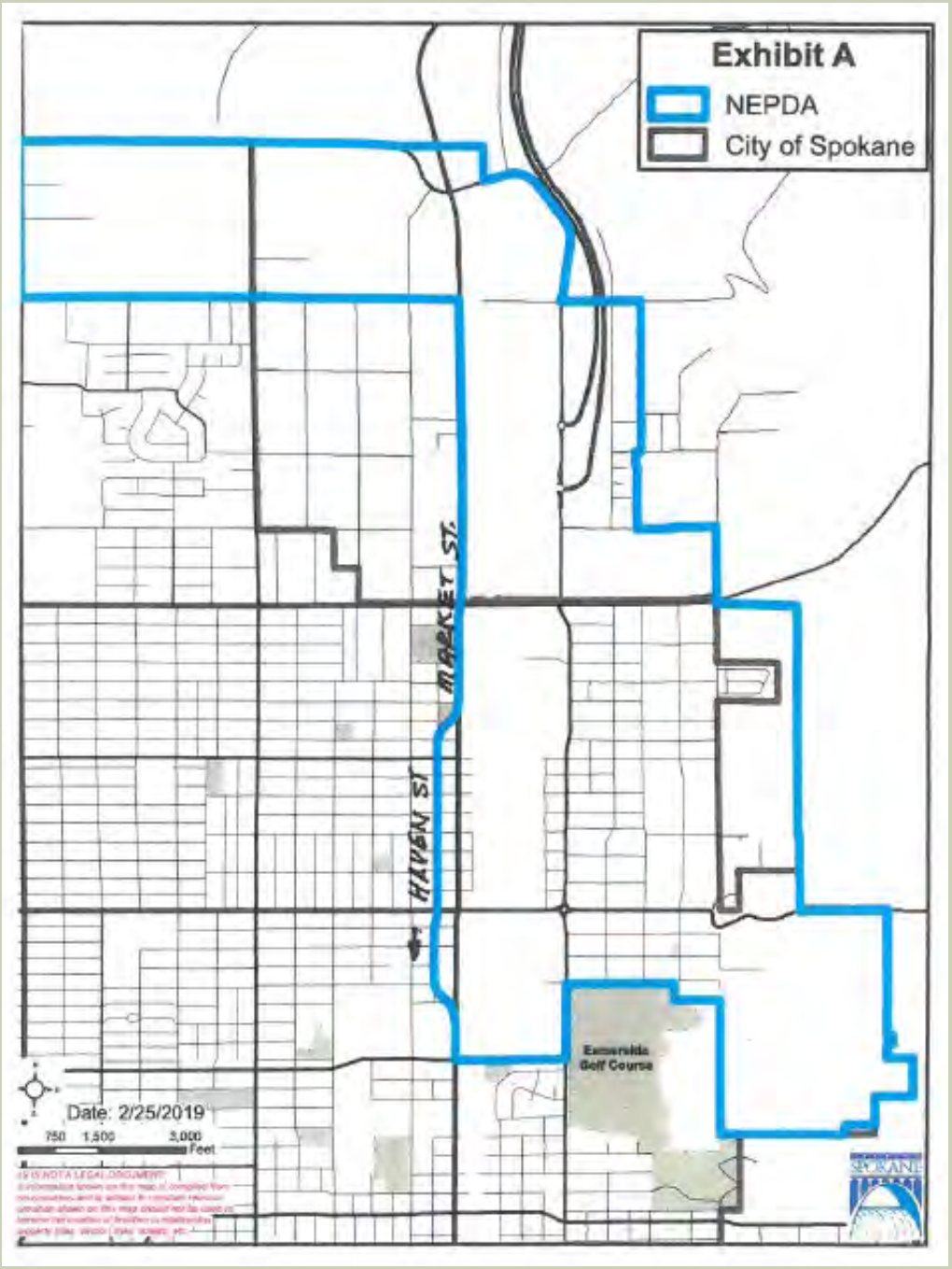
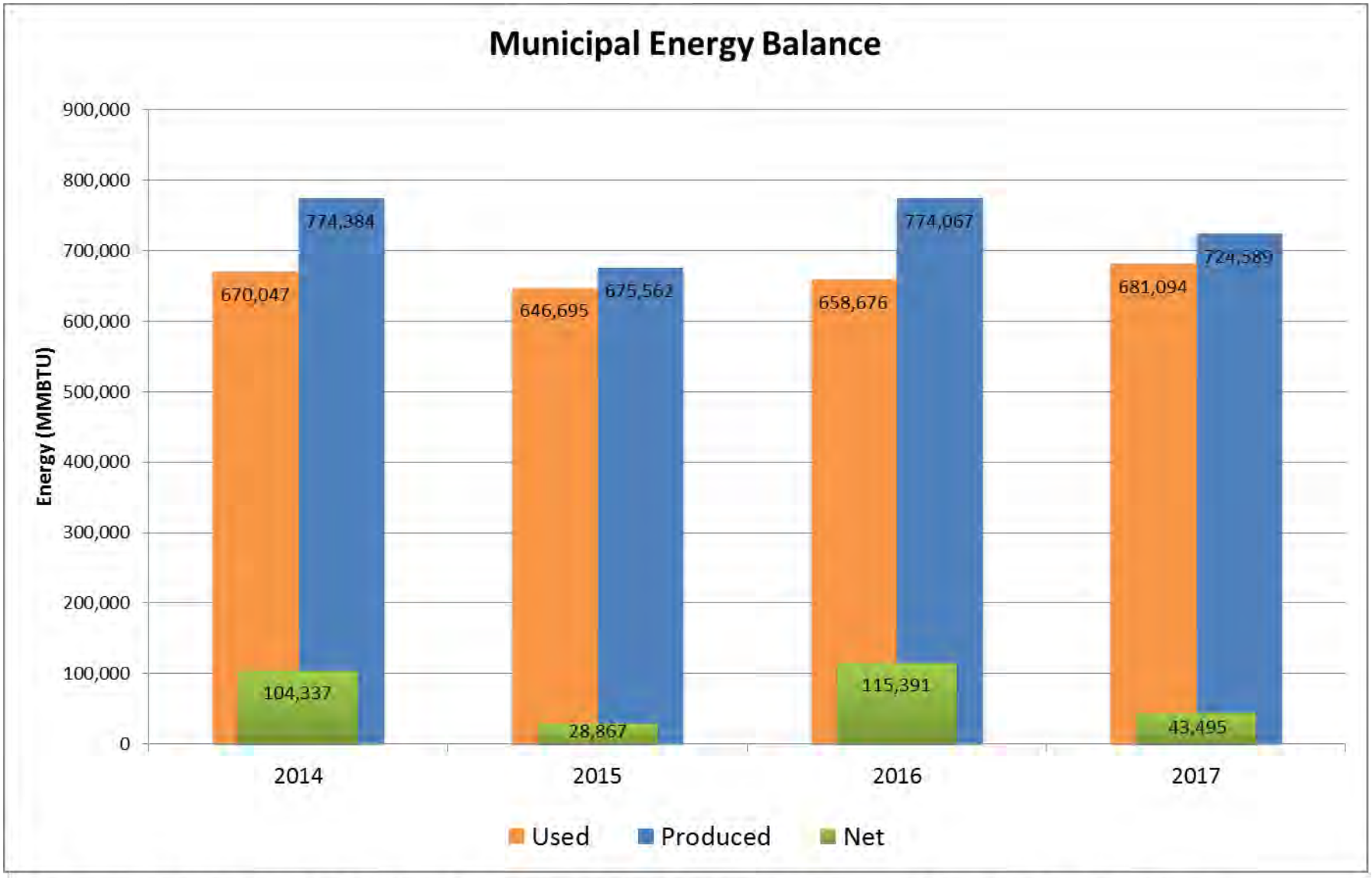


Exhibit A
NEPDA
City of Spokane
MARKET ST.
HAVEN ST
Esmeralda
Golf Course
Date: 2/25/2019
750 1,500 3,000
Feet

Strategic Initiatives Update
Sustainable City

Putting our Renewable Energy Resources to Work in the Community

March 22th, 2019



The energy produced in Million BTUs by the City's Waste to Energy Plant and the Upriver Hydroelectric Dam consistently exceed the City's energy consumption including all electricity, natural gas, gasoline, diesel, vehicle CNG for City operations.

Putting our Renewable Energy Resources to Work:

- Evaluate future opportunities for utilizing excess power production.

- Evaluate sustainable options for expanded renewables at city facilities.

Update:

- Conduct internal needs assessment with cross-cutting team
- Identified need for Renewable Energy Advisor position
- Assemble external team of experts in energy management, operations, renewable natural gas and renewable markets
- Allocate resources and design process structure to address the needs, focusing on cost-effective actionable projects first
- Create capacity for life-cycle business cases for infrastructure
- Eco-District & Circular Economy
- Expanded Renewable Options at City Facilities
- Energy Tracking: Greenhouse Gas Inventory