

REGULAR MEETING NOTICE/AGENDA OF THE SPOKANE CITY COUNCIL

MEETING OF THURSDAY, APRIL 20, 2023, 11:00 A.M. – CITY COUNCIL CHAMBERS

A regular meeting of the Spokane City Council will be held at **11:00 A.M. on Thursday, April 20 2023**, in City Council Chambers - City Hall, 808 W. Spokane Falls Blvd. The meeting can also be accessed live on CityCable5 and streamed online at <https://my.spokanecity.org/citycable5/live/> and <https://www.facebook.com/spokanecitycouncil> or by calling 408-418-9388 and using access code 2499 197 1781.

The meeting will be conducted in a study session format and will be open to the public both virtually and in person. No legislative action will be taken. No public testimony will be taken, and discussion will be limited to appropriate officials and staff.

Executive Session

At any time during or after the regular Study Session Agenda, the City Council may choose to adjourn into Executive Session for the purpose of discussing privileged legal matters. This portion of the meeting would be closed to the public pursuant to RCW 42.30.110.

Agenda:

Bicycle Advisory Board Interview - Karim Habib (5 min)

[WSDOT Presentation on NSC/I-90 Connection](#) - Terrence Lynch (40 min)

Water Conservation Update - Kristen Zimmer (30 min)

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 Spokane City Council Chamber 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.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6237, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or dmoos@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.

US395 North Spokane Corridor

Spokane City Council

Todd Trepanier, Regional Administrator – Eastern Region
Terrence Lynch, NSC Project Engineer

Roger Millar, Secretary of Transportation
Amy Scarton, Deputy Secretary of Transportation

April 20, 2023

AGENDA

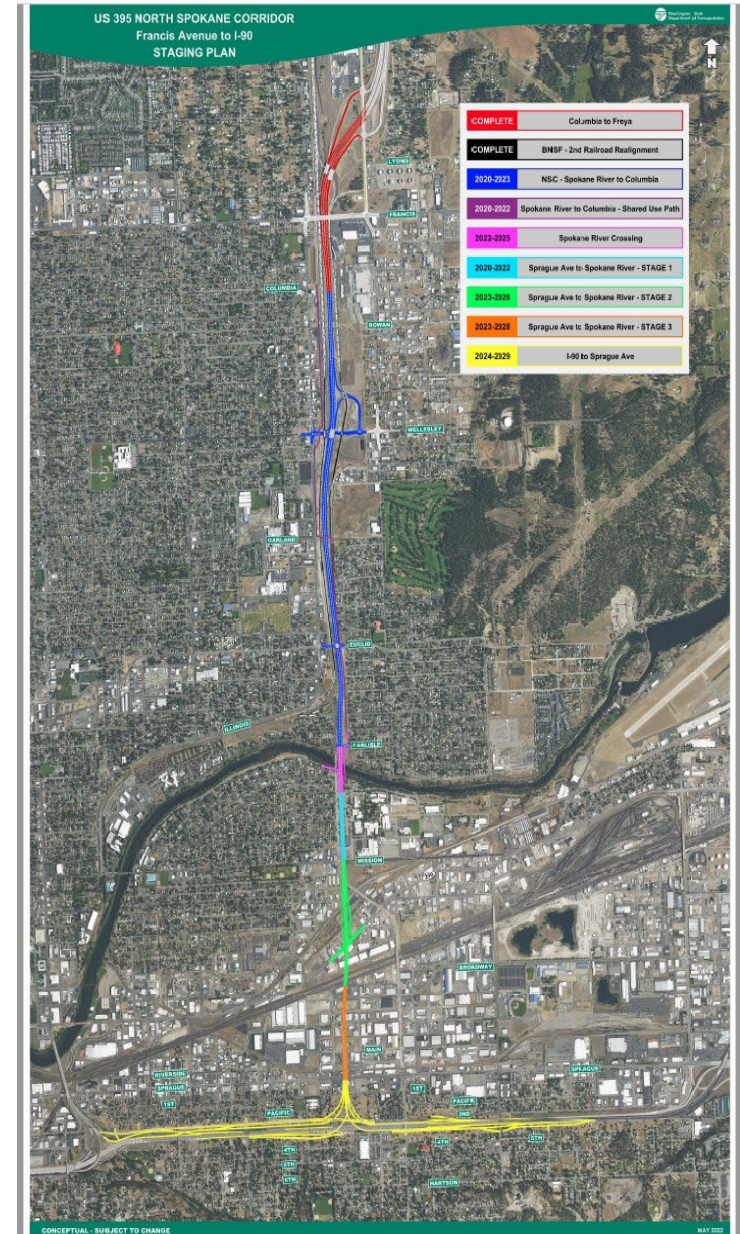
- **Introductions**
- **Update on NSC projects and timeline**
 - **Funding Status**
- **NSC to I-90 Connection**
 - **Brief History of Connection**
 - **Review Alternate 1 and Alternate 2**
 - **Alternate 3 Design**
 - **Operational Results Comparisons**
 - **Alternate 1 and 2 Tradeoffs**
 - **WB Off-ramp to 2nd Ave./Altamont**
 - **3D Visuals**
 - **Avista Relocation**
 - **Next Steps on Public Engagement**

Connecting Washington Segments

- Columbia to Freya – Completed 2020
- 2nd BNSF Rail Realignment – Completed 2021
- Spokane River to Columbia – **under const.** 2021-2023
- Children Of the Sun Trail – **under const.** 2021-2023
- Spokane River Crossing – 2023-2025
- Sprague Ave to Spokane River – Phase 1 **under const.** 2021-2023
- Sprague Ave to Spokane River – Stage 2 2025-2028
- Sprague Ave to Spokane River – Stage 3 2025-2027
- I-90 to Sprague Ave – 2025-2030

Connecting Washington Funding (Dollars Shown in Millions)

| | Prior | 19/21 | 21/23 | 23/25 | 25/27 | 27/29 | 29/31 | Total |
|---------------------|-------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|
| Engineering | 9.3 | 12.0 | 24.3 | 3.0 | 0.0 | 0.0 | 0.0 | 48.6 |
| Right-of-Way | 44.6 | 40.0 | 55.1 | 5.0 | 0.0 | 0.0 | 0.0 | 144.7 |
| Construction | 9.4 | 58.2 | 127.8 | 234.7 | 290.6 | 132.1 | 0.0 | 852.8 |
| Total | 63.3 | 110.2 | 207.2 | 242.7 | 290.6 | 132.1 | 0.0 | 1046.1 |



Why is WSDOT re-engaging about the NSC Connection to I-90 now?

- **A decision on which connection to advance is necessary to keep schedule**
- **WSDOT desires meaningful engagement:**
 - People to have an opportunity to participate in decisions about activities that may affect their environment and/or health;
 - The public's contribution can influence the regulatory agency's decision;
 - Community concerns will be considered in the decision-making process; and
 - Decision makers will seek out and facilitate the involvement of those potentially affected.

NSC Connection to I-90 - Access

Original Collector-Distributor System
No access to I-90 other than NSC between
Hamilton I/C and Sprague I/C OR local access
to NSC .

US 395 - North Spokane Corridor
I-90 Interchange Connection
SIMPLE HYBRID TRUMPET CONCEPTUAL DESIGN (Alternative 1)

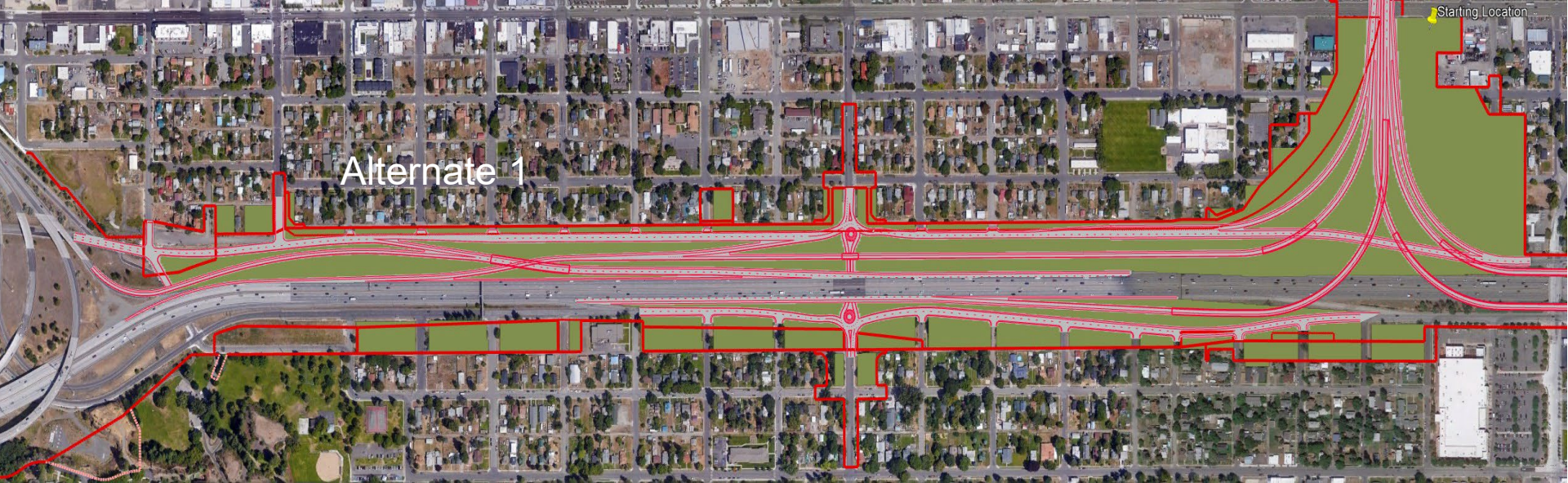
Alternate 1 Design
Replaces 7/8 of 10 existing accesses
PLUS adds 4 NSC connections PLUS
adds roundabouts at Altamont PLUS local access to NSC from 2nd Ave

US 395 - North Spokane Corridor
I-90 Interchange Connection
SIMPLE HYBRID TRUMPET ALT 2 CONCEPTUAL DESIGN (Alternative 2)

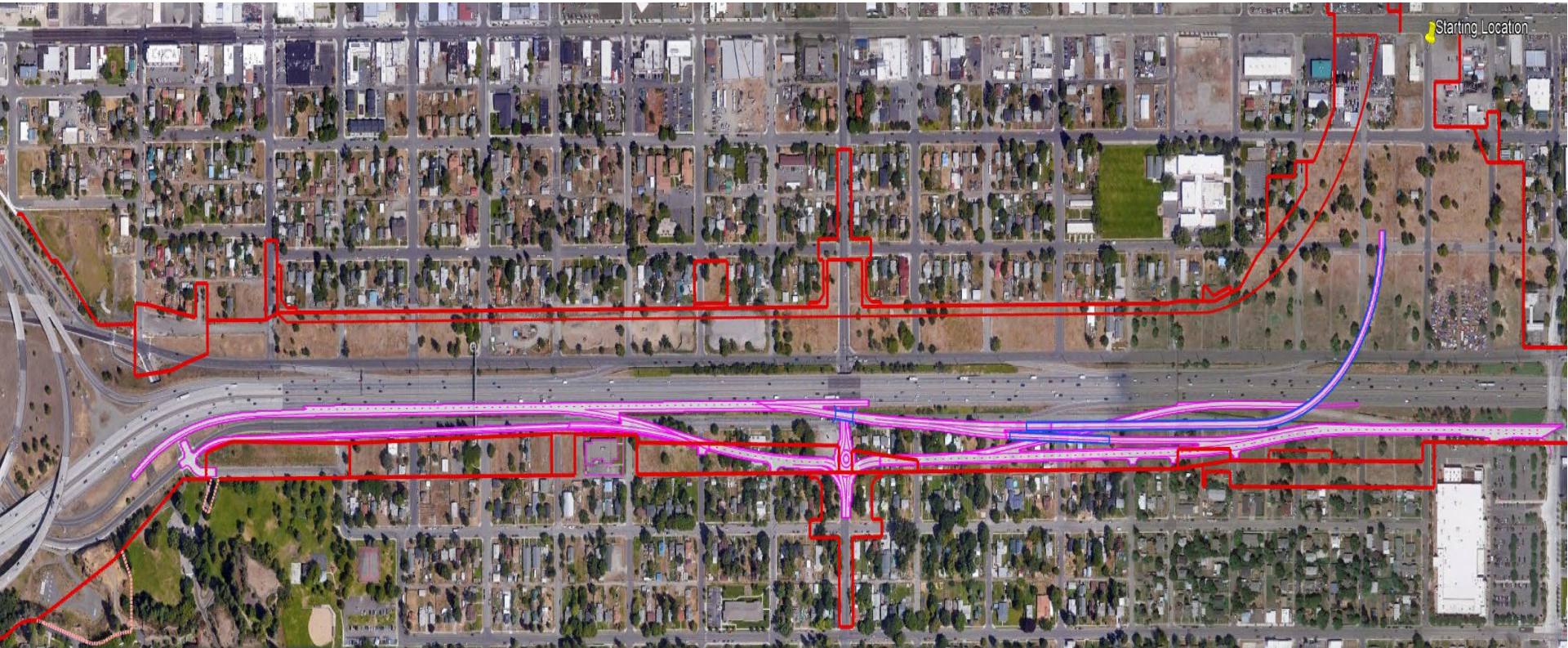
Alternate 2 Design
Replaces 8/9 of 10 existing accesses
PLUS adds 4 NSC connections PLUS
adds roundabouts at Altamont PLUS local access to NSC from 2nd
Ave. NOTE: reroutes Hamilton to 3rd Ave.

CONCEPTUAL - SUBJECT TO REVISION
APRIL 2022

Alternate 1 and 2 Review



Alternate 3



Operational Design Considerations

KEY CONSIDERATION: FHWA requires that I-90 must function (operate) at or better than it would without the project (NSC).

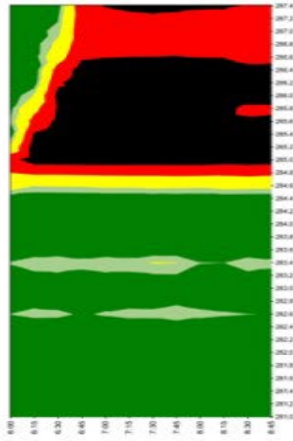
Additional Design Considerations

- ❖ Practical Solutions that:
 - Provide reasonable access
 - Minimize conflict points
 - Improve Safety

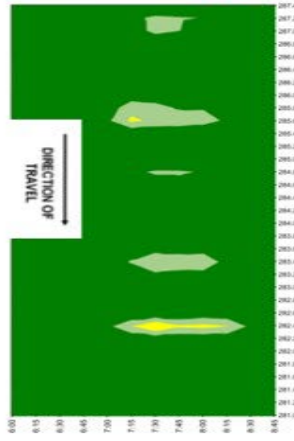
2040 Operational Results (WB/AM & PM)

2040 AM VISSIM Modeling – WB

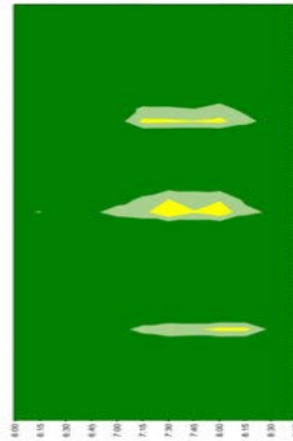
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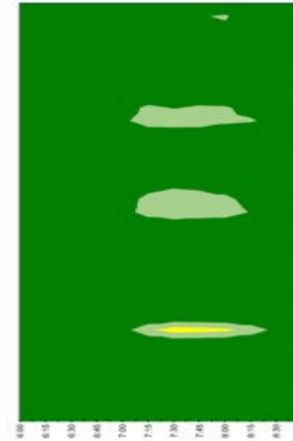
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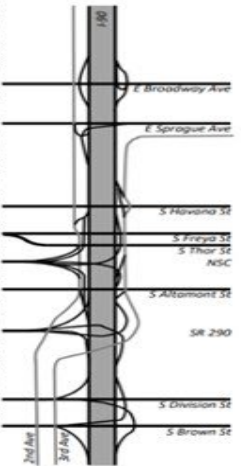
Alternate 1



Alternate 2

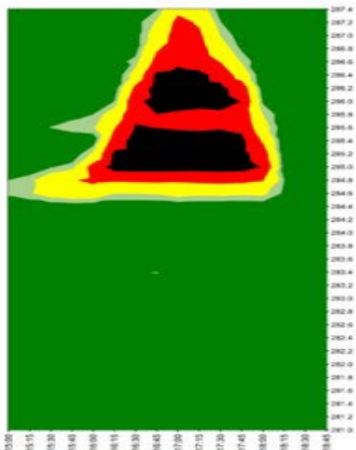


Alternate 3

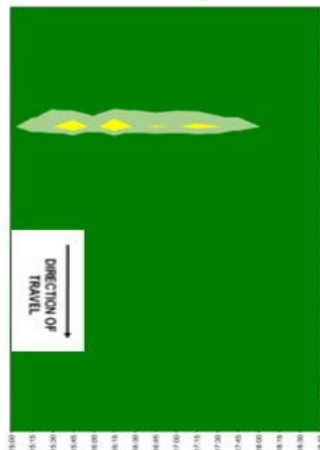


2040 PM VISSIM Modeling – WB

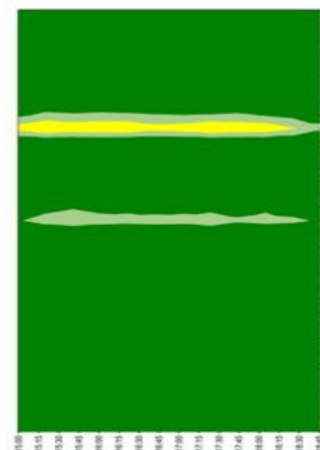
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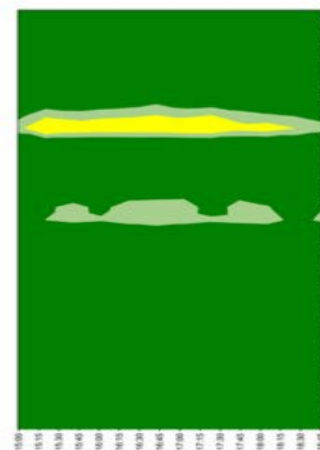
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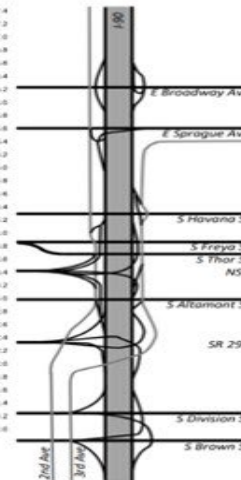
Alternate 1



Alternate 2



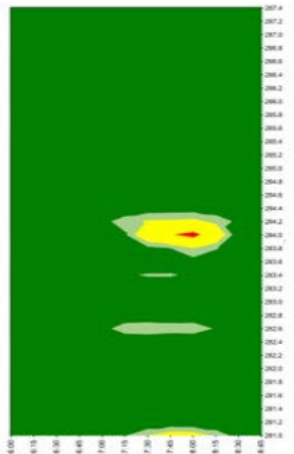
Alternate 3



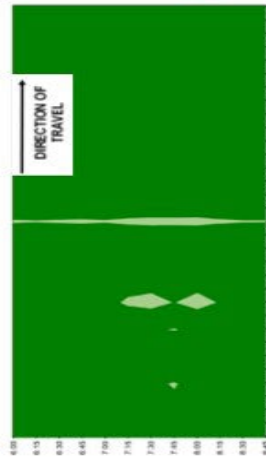
2040 Operational Results (EB/AM & PM)

2040 AM VISSIM Modeling – EB

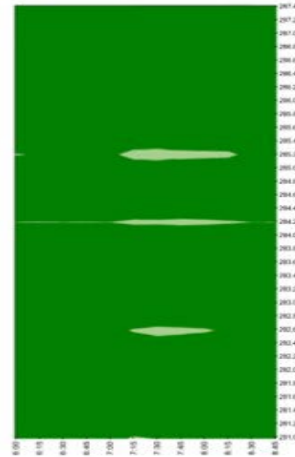
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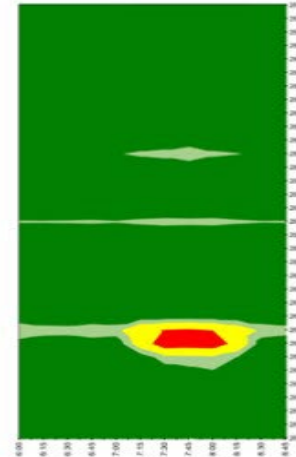
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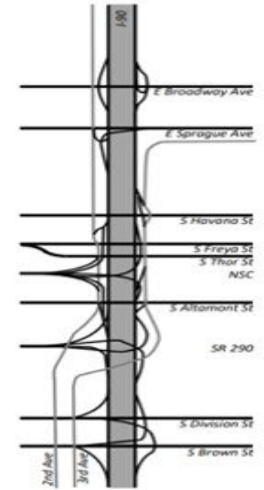
Alternate 1



Alternate 2

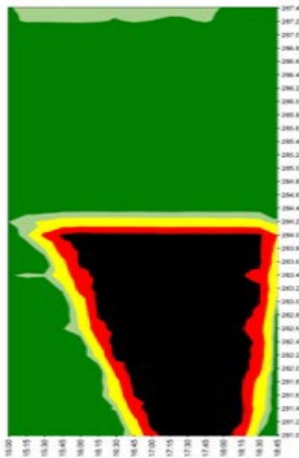


Alternate 3

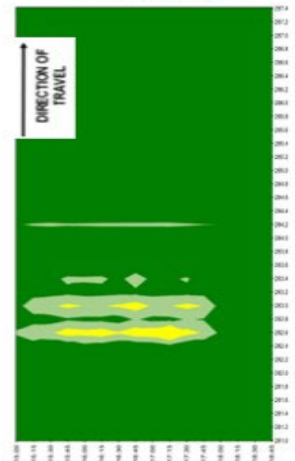


2040 PM VISSIM Modeling – EB

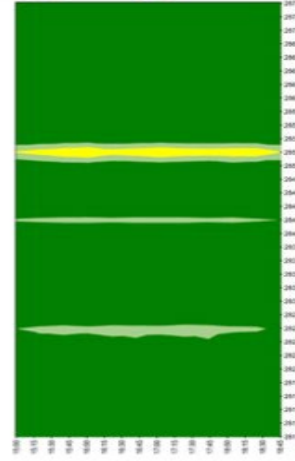
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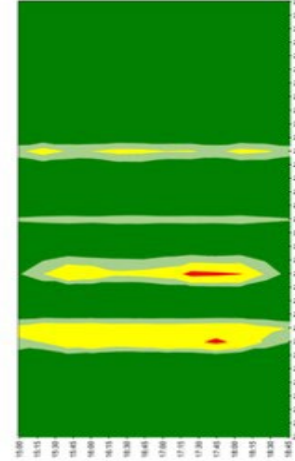
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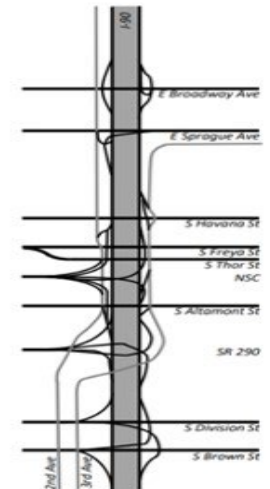
Alternate 1



Alternate 2



Alternate 3



Conclusion

Due to the results of the operational analysis, WSDOT does not recommend or support Alternate 3 as a design alternative for the connection between the North Spokane Corridor and Interstate 90.

Additionally, FHWA supports WSDOT's decision to eliminate Alternate 3 from consideration and move forward with either Alternate 1 or Alternate 2, pending public feedback.

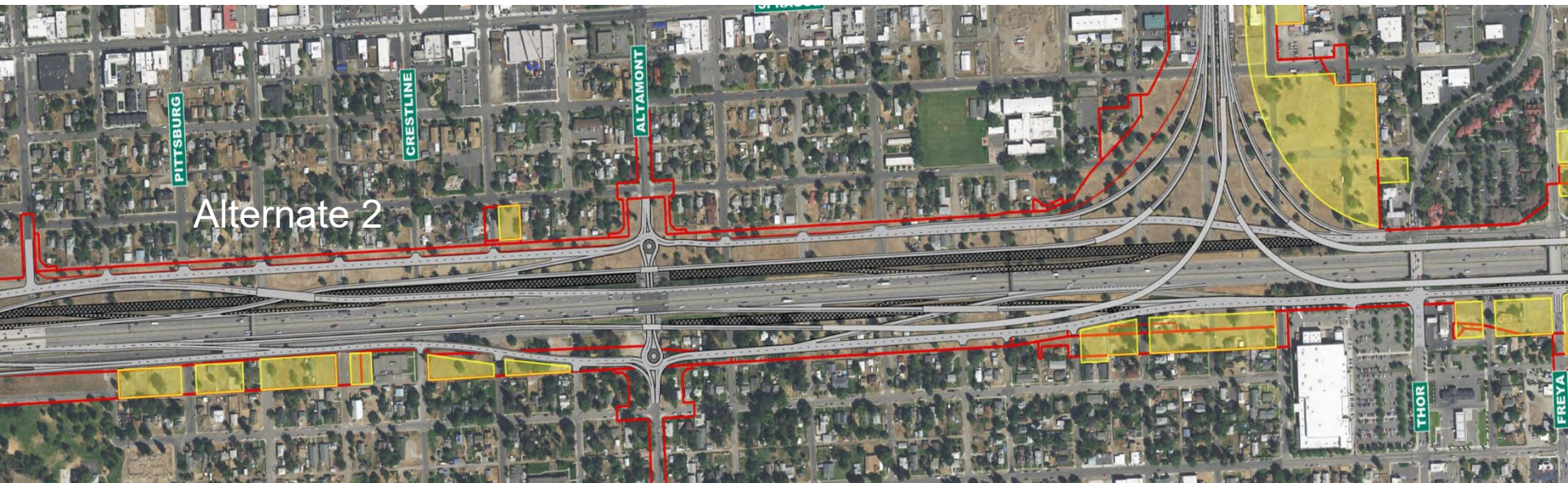
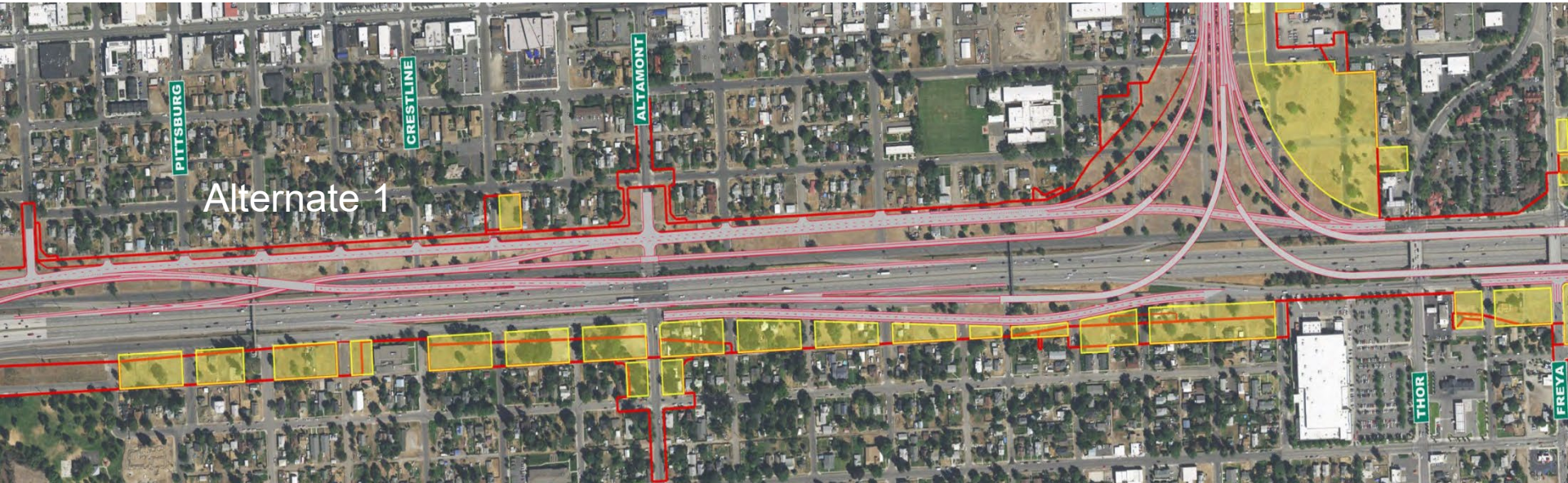
Trade-Offs Discussion

Alternate 1

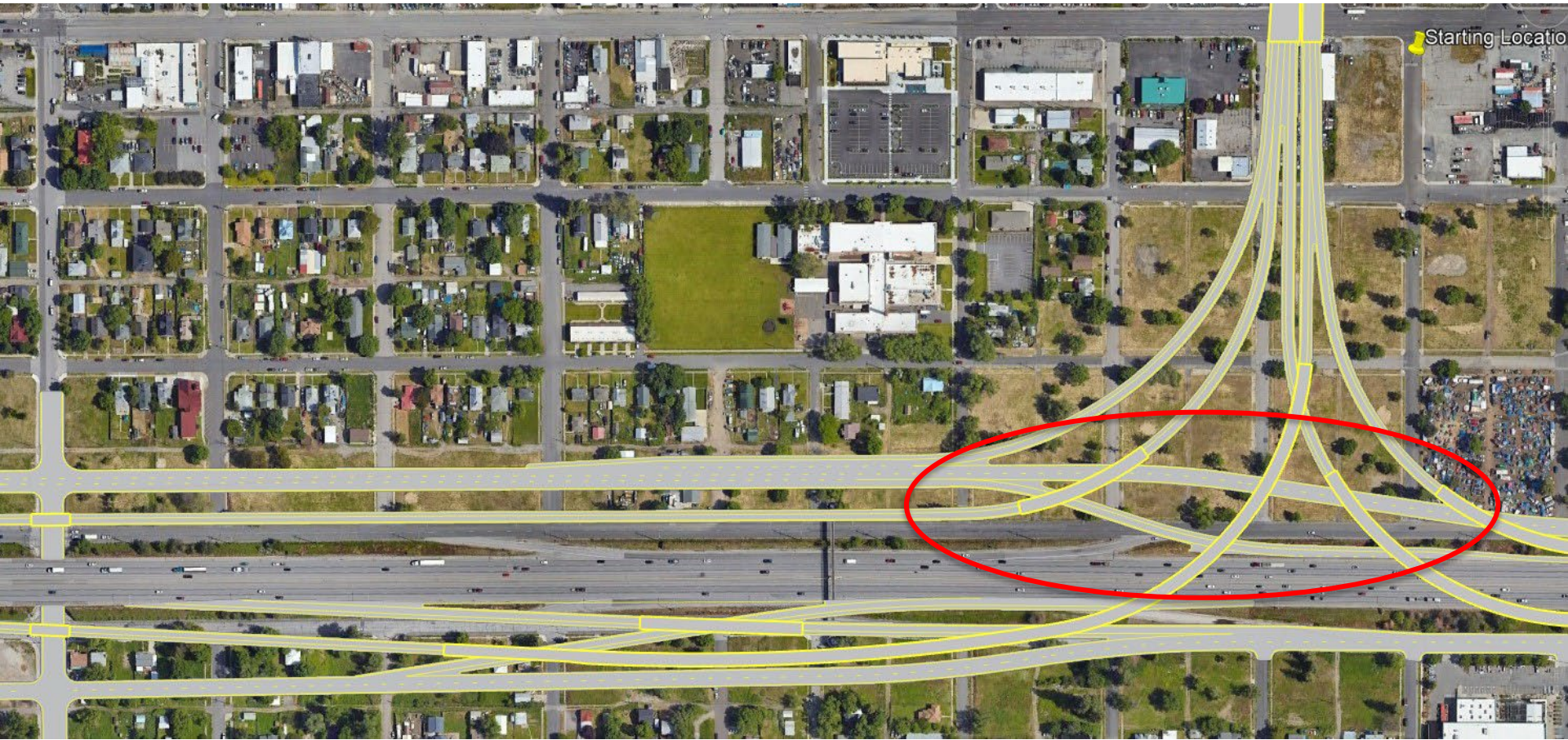
- Adds connection to NSC from 2nd Ave. as requested
- Adds roundabouts at Altamont as requested
- Leaves Hamilton onramp directly connected to I-90 EB as-is
- Leaves offramp to Altamont from EB I-90 as-is
- Leaves offramp to Freya from EB I-90 as-is
- Has one less access point to EB I-90
- Reduces infrastructure
- Less costly (- ~\$27M)
- Takes ~ 2 minutes longer to get to EB 90 from Altamont area
- Slightly less motorists through East Central neighborhood south of I-90 west of Thor/Freya
- More opportunity for locating pedestrian bridges over I-90
- More opportunity for place-making and surplus land redevelopment



Potential Surplus Land Comparison



Potential Off-ramp to 2nd Ave/Altamont



View 3D Visuals

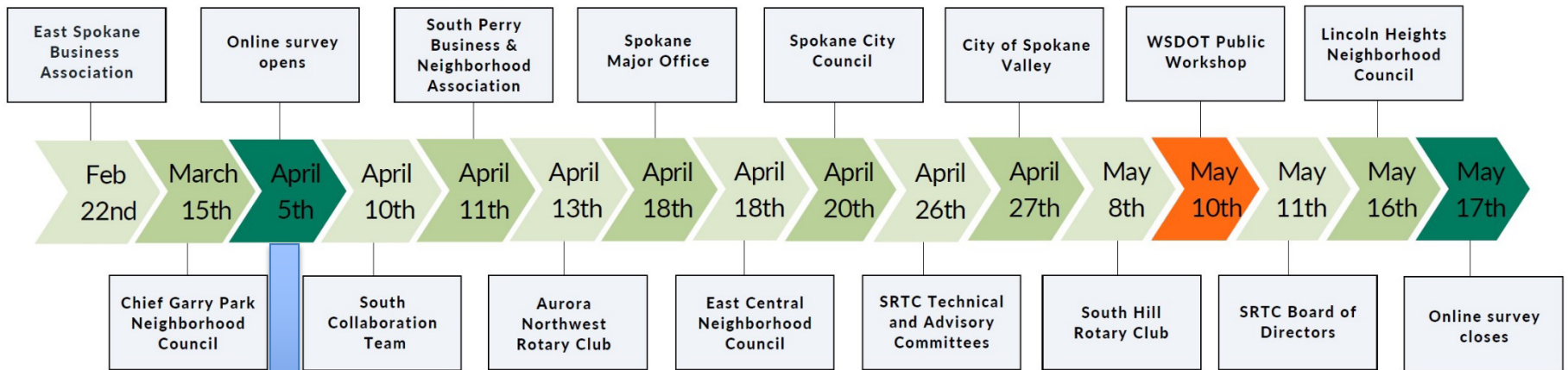
Avista Relocation

- NSC connection to I-90 forces relocation to south side of I-90
- Avista will likely remain on WSDOT right-of-way
- Preferred route has been proposed
- Relocation will result in less infrastructure and expanded capacity
- Avista looks forward to collaborating with the neighborhood and WSDOT to envision new amenities

Next Steps on Public Engagement

NORTH SPOKANE CORRIDOR AND I-90 CONNECTION

Community Engagement Timeline



<https://t.co/u8prud2UYX>



Questions/Comments?

