



# Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for November 1, 2016  
At 9:00 AM  
In City Council Briefing Center

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

## Public Comment Period:

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

## Briefing Session:

9:00	-	9:15	1) Approve <a href="#">September 13, 2016</a> & <a href="#">October 4, 2016</a> Meeting Minutes	
			2) Chair Report	John Dietzman
			3) Secretary Report	Louis Meuler
			4) Council Liaison Report	
			5) Stakeholder Report	

## Workshops:

9:15	-	9:35	1) Level of Service Standard	Inga Note
9:35	-	9:55	2) Draft Arterial Plan Map	Inga Note
9:55	-	10:25	3) <a href="#">LINK Update</a>	Mike Tresidder

## Adjournment:

Next Plan Commission Transportation Subcommittee meeting will be December 6, 2016

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

Username: COS Guest

Password:

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# Plan Commission Transportation Subcommittee

September 13, 2016

Meeting Minutes: Meeting called to order at 9:05 AM

## Attendance

- Board Members Present: Paul Kropp, Raychel Calary, Charlene Kay, Heleen Dewey, Charles Hansen, Joe Tortorelli, Kevin Wallace, Steve Hawkins; on behalf of STA
- Board Members Not Present: Wilma Flanagan, Michael Cannon, Kitty Klitzke, John Dietzman, Lori Kinnear; City Council Liaison.
- Staff Present: Louis Meuler, Amanda Winchell, Inga Note, Mike Tresidder, Katherine Miller, Marlene Feist

## Briefing Session:

Minutes from the **August 23, 2016** meeting were approved with suggested edits.

1. Chair Report
  - None
2. Secretary Report
  - Meetings will be more consistent through the rest of the year.
  - Next Plan Commission Transportation Subcommittee meeting will be held on October 4<sup>th</sup>.
3. City Council Liaison Report
  - None
4. Stake Holder Reports
  - State Transportation Commission will be meeting in Kennewick the week of September 19<sup>th</sup>. The discussion will be regarding the installation of more tolls on the west coast.
  - Health District concluded the walk bike bus program in the Garland district. Now in the process of collecting post evaluations from the participants. At the next Health District meeting there will be an evaluation report presented.
  - Business journal published an article about the walk bike bus program and the communities that have participated.
  - Safe routes to school kick off has began at several targeted schools. The schools participating include Holmes, Bemis and Logan Elementary. Stevens Elementary and Moran Prairie will be participating next semester.
  - WSDOT hosted a Webinar - "Redesigning Highways to Improve Neighborhood Access and Livability" last week, that was well attended.
  - STA is working on public outreach for their 10 year plan. The STA plan includes proposition 1 which will be voted on in November.
  - SRTC Transportation Improvement Program has been launched online. A public meeting will be held on Sept 20<sup>th</sup> for the public.
  - SRTC submitted on behalf of the region, fourteen (14) Freight projects for potential funding. One project includes the Freya Street south of Francis Street.
  - SRTC & WSDOT have been working together on the Complete Streets / Corridor Sketch project. Funding has been secured to help pay for this project.
  - State Transportation Commission received an award for \$3.8 million for the first year of a pilot project for road user charge. The project will be working towards moving away from a gas tax into a miles traveled tax charge.

**Workshops/Presentations:**

1. Level of Service Standards Discussion -Inga Note

- Presented on the current level of service standards at arterials throughout the City and a few possible alternatives or changes to the current system.
- Questions asked and answered.

2. LINK Goals and Policies Update-Louis Meuler & Mike Tresidder

- Provided a brief overview of updates to the LINK Goals and Policies to be more consolidated.
- Questions asked and answered.

**Meeting Adjourned at 10:31 AM**

Next PCTS meeting is scheduled for **October 4, 2016**

DRAFT

# Plan Commission Transportation Subcommittee

October 4, 2016

Meeting Minutes: Meeting called to order at 9:02 AM

## Attendance

- Board Members Present: Kevin Wallace, Karl Otterstrom, Paul Kropp, Raychel Callary, Charlene Kay, Charles Hansen, John Dietzman, Kathy Miotke
- Board Members Not Present: Heleen Dewey, Wilma Flanagan, Kitty Klitzke, Lori Kinnear; Council Liaison, Todd Beyruether, Joe Tortorelli, Michael Cannon
- Staff Present: Louis Meuler, Amanda Winchell, Mike Tresidder

## Briefing Session:

Minutes were added to the November 1, 2016 agenda for approval. Due to lack of quorum.

### 1. Chair Report

- Shared the past and present city budget on residential street maintenance and arterial maintenance. The 2018 Residential street maintenance budget will be \$4.7 million and another \$4.7 million for arterial maintenance.

### 2. Secretary Report

- The City Council approved the Central City Line Overlay plan.

### 3. City Council Liaison Report

- None

### 4. Stake Holder Reports

- Paul Kropp, Raychel Callary with Lilac Services for the Blind presented at the PED committee. The board discussed improvements throughout the City that can be made to assist individuals with vision loss with mobility. The board will be learning more about ADA requirements throughout the year.
- Traffic calming funding was applied for in the area of Whitman Elementary School and the budget grew by \$150,000. The committee agreed to fund it.
- Council is deciding where to appropriate the funds received from the speeding cameras installed at Nevada near Longfellow middle school. One idea that has been discussed is to use the funds to add additional enforcement in school zones.
- Lilac Services for the Blind is working towards educating the City of Spokane on ADA Accessibility and wants the City to consider ADA facilities that go beyond the base standards and that are truly accessible for all. Raychel has offered to assist in the city in establishing design standards.

## Workshops/Presentations:

### 1. Overview of WSDOT projects in and around the City-WSDOT

- Presented.
- Questions asked and answered.
- Discussion ensued.

### 2. Overview of STA Proposition 1 Transit Funding ballot measure-Karl Otterstrom

- Provided
- Questions asked and answered.
- Discussion ensued.

**Meeting Adjourned at 10:31 AM**

Next PCTS meeting is scheduled for **November 1, 2016**

## **DRAFT VISION**

Spokane will have a well-maintained multimodal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

## **DRAFT VALUES**

The things that are important to Spokane's future include:

### **Well-maintained multimodal transportation system**

- Year-round accessibility for all people and goods
- Inclusivity
- Diversity

### **Safe and efficient mobility for all**

- Safety, including protecting vulnerable users
- Individual Time
- Enhancing personal choice

### **Economic and community vitality**

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

### **A healthy, livable community**

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship

## DRAFT GOAL STATEMENTS



### Promote a Sense of Place

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

#### **INTENT**

The term “sense of place” is often used to describe the prevailing character or atmosphere of an individuals’ relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation can also help to create a sense of place.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations.

### **Provide Transportation Choices**

Meet the city's mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

#### **INTENT**

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/lift services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors, and an efficient multimodal system accommodates the needs for the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

### **Accommodate Access to Daily Needs and Priority Destinations**

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

#### **INTENT**

Land use type, mix, intensity, and distribution - as a result of on-going development of the City - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important.

### **Promote Economic Opportunity**

Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.

#### **INTENT**

The City acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

### **Respect Natural & Community Assets**

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

## **INTENT**

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

### **Enhance Public Health & Safety**

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

## **INTENT**

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measure while implementing safety efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

### **Maximize Public Benefits and Fiscal Responsibility with Integration**

Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

## **INTENT**

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system
- City will prioritize projects using an integrated approach that considers all needs in the right of way
- City will use a pay-as-you-go approach in maintaining streets



“The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.”

The intent is to upgrade all arterial roadways to an average of good condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the City by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the City will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

## **DRAFT GROUPING**

### **Transportation System Development & Management**

- TR 1: Transportation Network for All Users*
- TR 2: Transportation Supporting Land Use*
- TR 3: Transportation Level-of-Service (LOS)*
- TR 4: Transportation Demand Management Strategies (TDM)*

### **Mobility & Access**

- TR 5: Active Transportation*
- TR 6: Commercial Center Access*
- TR 7: Neighborhood Access*
- TR 8: Moving Freight*
- TR 9: Promote Economic Opportunity*

### **Transportation System Efficiency**

- TR 10: Transportation System Efficiency & Innovation*
- TR 11: Transit Operational Efficiency*
- TR 12: Prioritize & Integrate Investments*

### **Infrastructure Design and Maintenance**

- TR 13: Infrastructure Design*
- TR 14: Traffic Calming*
- TR 15: Activation*
- TR 16: Right-of-Way Maintenance*
- TR 17: Paving Existing Unpaved Streets*
- TR 18: Parking*

### **Planning Collaboration & Outreach**

- TR 19: Plan Collaboratively*
- TR 20: Bicycle/Pedestrian Coordination*
- TR 21: Safe & Healthy Community Education & Promotion Campaigns*
- TR 22: Law Enforcement & Emergency Management*
- TR 23: Effective and Enhanced Public Outreach*

## TR 1 – TRANSPORTATION NETWORK FOR ALL USERS

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

The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, and the Arterial Street map.

### **Key Actions:**

- Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, systemwide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- Utilize relevant performance measures to track the City's progress in developing the transportation network for all users.
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
  - Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way.
  - Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group.

## TR 2 – TRANSPORTATION SUPPORTING LAND USE

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

### **Key Actions:**

- Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multimodal transportation while supporting local context and existing and planned land uses.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, PUD, institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

### TR 3 – TRANSPORTATION LEVEL-OF-SERVICE (LOS)

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

The City of Spokane's transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, bicycle, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-vehicle modes of transportation in these areas is expected to balance overall transportation needs.

#### **Key Actions:**

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand.
- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.
- Measure throughput in terms of number of people passing through an intersection, not vehicles.

### TR 4 – TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system.

#### **Key Actions:**

- Implement the City's and County's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate.
- Develop partnerships to provide commercial districts with maps identifying multimodal travel options (transit lines, bike routes, etc).
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures including incentives for non-SOV commute trips.

## ROUGH DRAFT POLICIES / ACTIONS



- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
  - Ensuring designs reflect the adopted pedestrian and bicycle plans
  - Ensuring adequate pedestrian, bicycle and transit facilities are included in any current codes as well as any anticipated requirements above and beyond the master plan
  - Providing bikeshare/carshare facilities on site for use by the public
  - Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
  - Managing parking in a way that reflects the surrounding land uses
  - Participation in neighborhood programs/promotions
  - Develop partnerships to provide innovative access to information
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- Encourage the expansion of carshare programs in high-density residential areas.
- Encourage the development and expansion of a bikeshare system.
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

## **TR 5 –ACTIVE TRANSPORTATION**

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

### **Key Actions:**

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Seek grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.
- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between transit stops and stations
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
  - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.

## ROUGH DRAFT POLICIES / ACTIONS

- Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
- Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
- Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
  - Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
  - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
  - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide secure parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to City-established design and siting standards.
- Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”
- Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

## TR 6 – COMMERCIAL CENTER ACCESS

Improve multimodal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.

### **Key Actions:**

- Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (e.g. sidewalks, curb ramps, bus benches, etc.)

## ROUGH DRAFT POLICIES / ACTIONS



### TR 7 – NEIGHBORHOOD ACCESS

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

#### **Key Actions:**

- Increase connectivity by providing walking and biking pathways where roadways do not connect.
- Ensure future connectivity to adjacent vacant parcels.
- Work with STA to increase neighborhood accessibility (to transit) through bus stop siting and bus stop design

### TR 8 – MOVING FREIGHT

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

#### **Key Actions:**

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas
- Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery)

### TR 9 – PROMOTE ECONOMIC OPPORTUNITY

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

#### **Key Actions:**

- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Coordinate closely with STA and area colleges and universities to provide frequent transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
  - Intelligent feedback to users
  - dynamic traffic signals
  - priority bus routes and signaling
  - Information sharing about capacity

## **ROUGH DRAFT POLICIES / ACTIONS**

- Coordinate closely with STA to identify and serve highly transit dependent areas with as frequent as possible transit service.
- Coordinate closely with STA to identify opportunities for service improvements
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development
- Implement the city's bicycle master plan for improved city-wide mobility

## **TR 10 – TRANSPORTATION SYSTEM EFFICIENCY & INNOVATION**

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

### **Key Actions:**

- Develop Access Management Strategies for arterials
- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)
- Work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI)

## **TR 11 – TRANSIT OPERATIONAL EFFICIENCY**

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

### **Key Actions:**

- Work with STA on transit system improvements, prioritizing improvements along the designated High Priority Transit Network and coordinating pedestrian and bicycle facilities around designated transit stops and stations.
- Reference STA's stop design manual for the design of all transit stops
- Provide appropriate space, paving and wiring for High Performance Transit Network improvements
- Prohibit parking within bus stop zones
- Prioritize STA fixed routes in city's snow removal planning and operations

## **TR 12 – PRIORITIZE & INTEGRATE INVESTMENTS**

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

### **Key Actions:**

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments



## ROUGH DRAFT POLICIES / ACTIONS



- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater
- Utilize a least-cost planning approach in prioritizing and integrating the City's investments in infrastructure

### **TR 13 – INFRASTRUCTURE DESIGN**

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

#### **Key Actions:**

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- Collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

### **TR 14 –TRAFFIC CALMING**

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

#### **Key Actions:**

- Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards
- Implement / review adopted neighborhood plans

### **TR 15 – ACTIVATION**

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

#### **Key Actions:**

- Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- Encourage local organizations to develop fun and engaging programming in the community

## ROUGH DRAFT POLICIES / ACTIONS



### TR 16 – RIGHT-OF-WAY MAINTENANCE

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

#### **Key Actions:**

- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements
- Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
- Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs

### TR 17 - PAVING EXISTING UNPAVED STREETS

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways

#### **Key Actions:**

- Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved
- Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving

### TR 18 – PARKING

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

#### **Key Actions:**

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a manner that supports transit.

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- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Require that bicycle parking and bicycle corrals are designed and sited according to the City-specified standards as illustrated in the City of Spokane Bicycle Parking Application.
- Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided.
- Consider parking maximum policies to limit how much parking is developed.
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies to explore:
  - Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
  - Ways to incentivize integrated parking.
  - Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
  - The development of preferred parking districts in areas where on-street parking is difficult for residents to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

### **TR 19 – PLAN COLLABORATIVELY**

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

#### **Key Actions:**

- Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multimodal transportation of people and goods between communities regionally
- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible
- Coordinate with WSDOT in areas where Highways of Statewide Significance intersect/impact the local roadway network
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system

### **TR 20 – BICYCLE/PEDESTRIAN COORDINATION**

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

#### **Key Actions:**

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City's transportation priorities
- Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities
- Seek funding sources for active transportation projects
- Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- Consistently update and implement the pedestrian and bicycle master plans for active transportation users

### **TR 21 – SAFE & HEALTHY COMMUNITY EDUCATION & PROMOTION CAMPAIGNS**

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

#### **Key Actions:**

- Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and reducing individual travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic and health benefits of active transportation.
- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

### **TR 22 – LAW ENFORCEMENT & EMERGENCY MANAGEMENT**

Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

#### **Key Actions:**

- Develop partnerships with local fire departments, law enforcement, and emergency management providers to incorporate quantitative based targeted decision-making with the purpose of

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refocusing and reprioritizing efforts towards the greatest need between commercial motor vehicle (CMV) enforcement, traffic patrols, and education.

- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

## **TR 23 – EFFECTIVE AND ENHANCED PUBLIC OUTREACH**

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

### **Key Actions:**

- Develop community engagement plans for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being planned and before construction).
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.