



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for
1/02/2024 At 9:00 AM
Hybrid: Virtual/ Briefing Room

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

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

Briefing Session:

9:00 - 9:30	1) Approve 11/7/2023 Meeting Minutes	
	2) Chair Report	Clifford Winger
	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Jonathan Bingle
	5) Stakeholder Report	PCTS

Workshop:

9:30 – 10:30	1) Bicycle Priority Network Study	Tyler Kimbrell, Planner II
	2) Spokane Reimagined	Erik Lowe

Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 2/06/2024

The password for City of Spokane Guest Wireless access is:

Username: COS Guest

Password: K8vCr44y

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 509.625.6383, 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.

Meeting Information

When it's time, join the Webex meeting here.

[Join meeting](#)

More ways to join:

Join from the meeting link

<https://spokanecity.webex.com/spokanecity/j.php?MTID=m85f0885a31d70fd9367f99302ae014b2>

Join by meeting number

Meeting number (access code): 146 852 8754

Meeting password: PCTS

Tap to join from a mobile device
(attendees only)

[+1-408-418-9388](tel:+1-408-418-9388)..1468528754## United States Toll

Join by phone

[+1-408-418-9388](tel:+1-408-418-9388) United States Toll

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Spokane Plan Commission Transportation Sub-Committee DRAFT Minutes

November 7, 2023

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:00 AM AM by Clifford Winger

Attendance:

- Subcommittee Members Present: Clifford Winger (Chair), Mary Winkes (Vice-Chair), Colin Quinn-Hurst (Secretary), Charles Hansen, Paul Kropp, Michelle Pappas, Pablo Monsivais, Samantha Hennessy, Raychel Callary, Mike Tresidder, & Eve McMenamy
- Subcommittee Members Not Present: Kris Neely, Charlene Kay, & Jennifer Soto
- Non-Voting Subcommittee Members Present: Colin Quinn-Hurst
- Non-Voting Subcommittee Members Not Present: Council Member Jonathan Bingle
- *Quorum Present: yes*
- Staff Members Present: Colin Quinn-Hurst, Tyler Kimbrell, Angie McCall, Ryan Benzie

Public Comment:

- Elizabeth "Liz" Wilson
 - Discussion ensued.

*Joined at 9:04am Raychel Callary
Quorum Now Present

*Joined at 9:08am Mike Tresidder

Briefing Session:

Minutes from the October 3, 2023 meeting approved unanimously.

1. **Chair Report - Clifford Winger**
 - Clifford reported that today election day and newly elected officials will be in charge of the 2026 comprehensive plan amendment process.
2. **Secretary Report - Colin Quinn-Hurst**
 - Colin Quinn-Hurst informed the committee about the virtual open house tonight for Centers and Corridors and that the staff is working on updates thereof.
3. **Council Liaison Report - Johnathan Bingle**
 - Absent
4. **Stakeholders Report -**
 - Paul Kropp, Neighborhood Alliance - Paul Kropp asked about when the arterial system is going to be rescored. Discussion ensued.
 - Rachel Callary, Citizen-At-Large - Rachell spoke on the importance of sidewalk accessibility during the winter.
 - Mike Tressider & Lukas Yanni, Spokane Transit Authority - Mike has deferred to Lukas Yanni from STA. Lukas reported on outreach regarding the Division proposal and their presentations to neighborhood councils.
 - Eve McMenamy, Spokane Regional Transportation Council - The SRTC had a successful transportation summit on October 19th. They are hoping to finalize their unified list of regional transportation priorities. SRTC is looking to setup an equity working group

and currently recruiting for a new transportation advisory committee and Associate Planner I.

- Samantha Hennessy, Spokane Regional Health District - Samantha stated that SRHD is partnering with Priority Spokane to start a modified CHIP process (Community Health Improvement Plan).
- Charles Hansen, Community Assembly PeTT Committee - Charles reported that the PeTT committee discussed a new traffic safety program and school safety.
 - Mary Winkes added comments.
- Charles reported that the PeTT committee discussed a new traffic safety program and school safety.
- Jennifer Soto, Spokane Public Schools - Absent
- Charlene Kay, WSDOT - Absent
- Kris Neely, Plan Commission - Absent
- Michelle Pappas, Futurewise - No update at this time.
- Pablo Monsivais, Bicycle Advisory Board - Colin Quinn-Hurst reported for Pablo (due to technical difficulties). He reported that at their last staff informational meeting they reviewed several city projects including Pacific Avenue Greenway, Spokane Falls Boulevard, Division and the changes to the Ben Burr Trail.
- Abigail Martin, Manager of Neighborhood Connectivity Initiatives for City Council - Reported on the Traffic Calming fund and budget discussions thereof.
 - Questions asked and answered.
 - Discussion ensued.

Workshops/Presentations:

1. **Centers & Corridors Update Study Transportation Considerations**
 - Staff members Colin Quinn-Hurst and Tyler Kimbrell presented.
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 10:36 AM

Next Plan Commission Transportation Subcommittee Meeting scheduled for Tuesday, December 5, 2023



1 9 7 4
2 0 2 4

Spokane Reimagined

A proposal to repurpose existing rights of way to improve Spokane's connectivity, increase density, and spur economic development

Online Copy:

https://drive.google.com/file/d/1RafbJ8ijHNosT9xFhhJEjGnr9_NS0vug/view?usp=drivesdk

Spokane and the Car

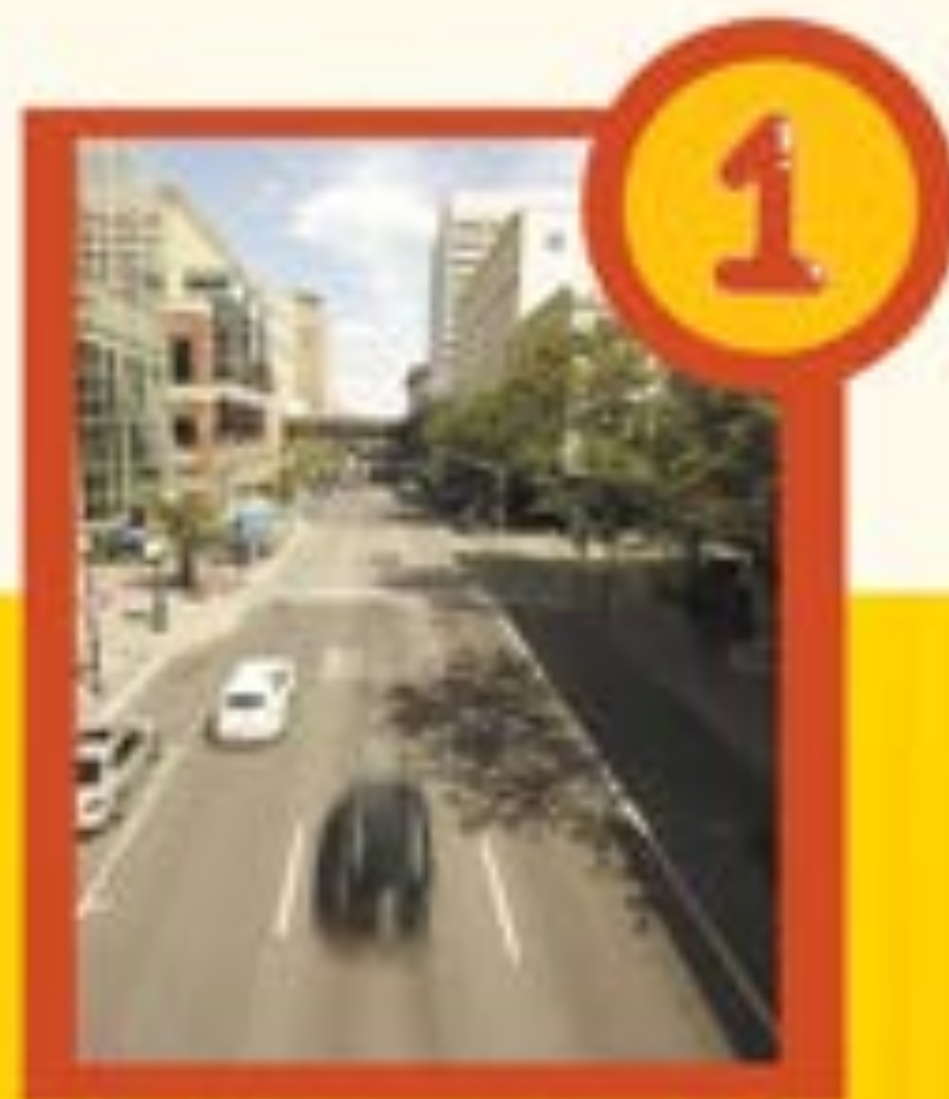


Photo by Young Kwak



Photo by Jesse Tinsley

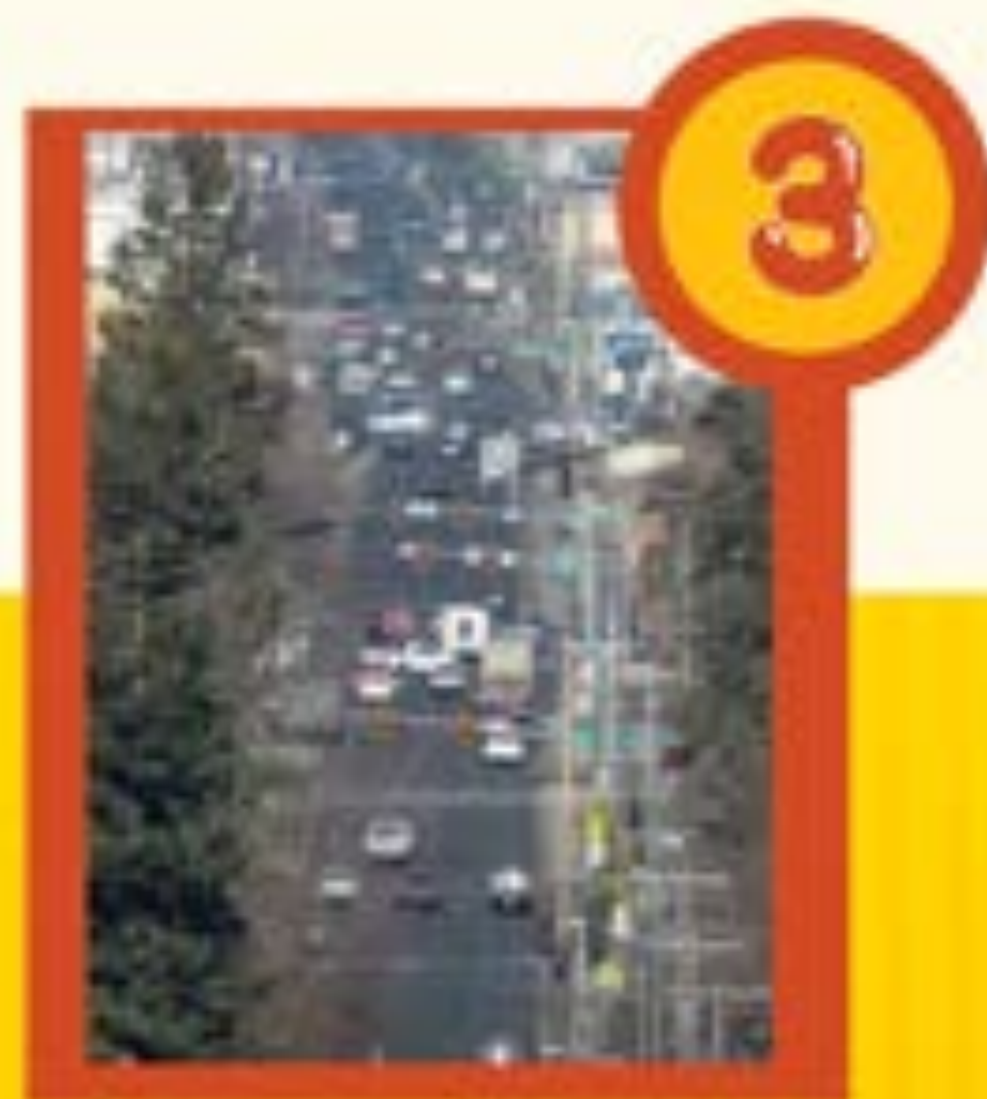


Photo by Jesse Tinsley





Walk Score



What is a "walk score"?

- ◆ Increases property values
- ◆ Decreases vehicle traffic
- ◆ Improves health outcomes
- ◆ Increases economic growth

What is a good score?

- ◆ 70 is the minimum
- ◆ Average in Spokane is 49
- ◆ Only FOUR neighborhoods are considered walkable





Photo by Vickie Munch



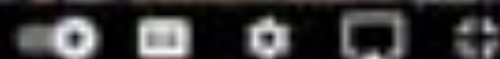
America's deadliest road, explained

Vox

Spokane, Washington

1000 meter corridors where pedestrian deaths are most common.

0:20 / 7:42




That Did Not Go Well!

America's experiment with the automobile has been disastrous, killing tens of thousands annually.

People started driving more recklessly during the pandemic and as fatalities, collisions and road rage continues, they don't appear to be slowing down

By Mike Sanford



The Exceptionally American Problem of Rising Roadway Deaths

Why other rich nations have surpassed the U.S. in protecting pedestrians, cyclists and motorists.



Speeding car splits in half when it crashes into sign on 29th Avenue





Streetcars

In 1906, Spokane had two streetcar companies

- Washington Water Power Co.
- Spokane Traction Co

The streetcar lines are responsible for our street grid

Compare Spokane to Spokane Valley



1473—AEROPLANE VIEW OF BUSINESS SECTION, SPOKANE, WASH.



43021





North Spokane Corridor

The solution to our traffic woes?

Planning began in 1946

- ◆ 10.5 mile highway began construction in 2001
- ◆ Billions spent and numerous families displaced
- ◆ Nearly 30 year construction time

When you build for cars, the cars will come.

- ◆ Induced demand
- ◆ Build for the people who live in Spokane, not in Deer Park
- ◆ The solution to traffic is to get people OUT of their cars



Marchetti's Constant

How we must think about commutes, traffic,
and how we construct our communities

Cities grow to the extent that their residents, using the prevailing travel methods, can travel 30 minutes each way for their workday.

Another way of thinking about this is most people are fine with a 30 minute commute, regardless of method, provided it is safe and convenient. It just so happens we've only made one mode of travel convenient.

Each lane added to a highway allows for more sprawl along that highway. It provides temporary capacity until developers finish building. The sprawl will start to wane about 30 minutes from the city.

Bus Rapid Transit



City Line
Opened July 2023



Division BRT
In the pipeline

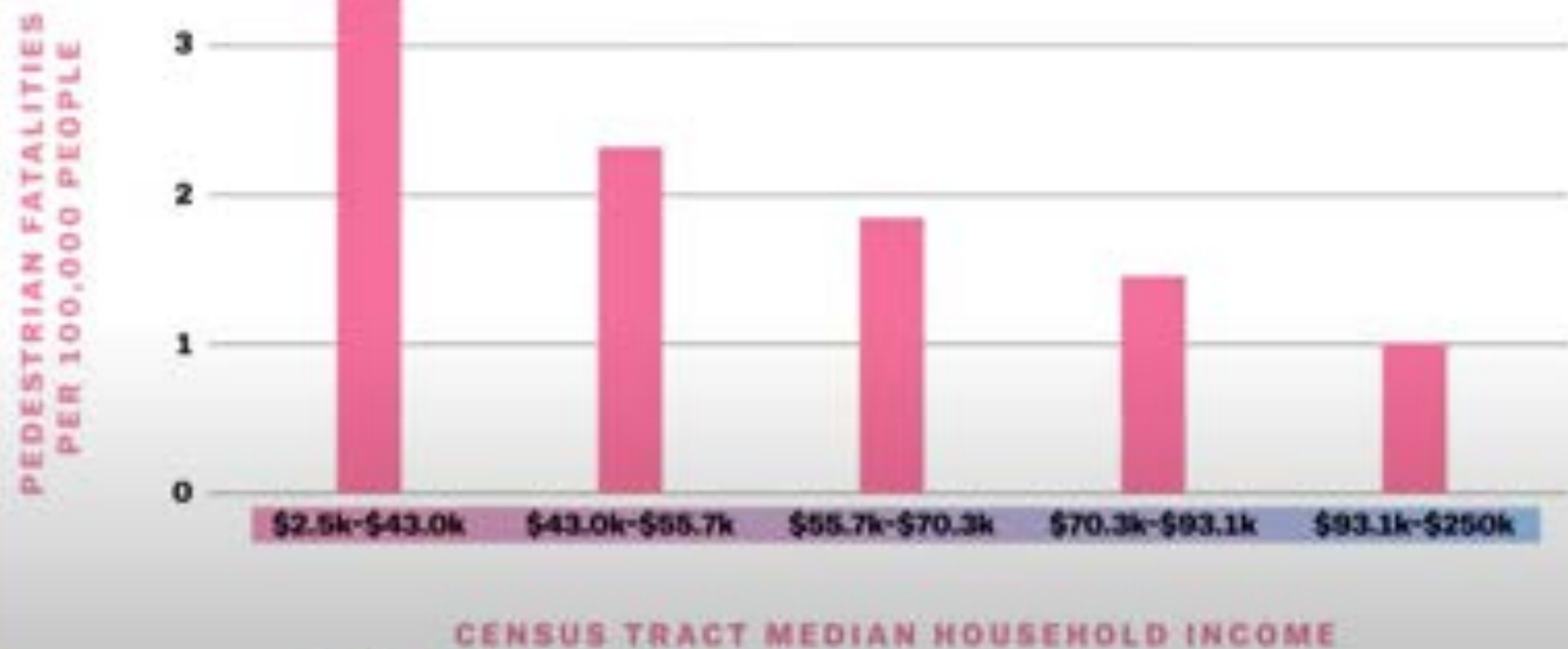


Not Enough
Arterials Only
Driving Still Most Convenient



Pedestrian fatalities per 100k people by census tract income

SMART GROWTH AMERICA, 2022



BIGGER CARS = CYCLISTS MORE AT RISK

Larger cars take up more of the road: passing distances have shrunk by 75% since 2000, putting cyclists in greater danger of being doored or sidewiped.



Calculated using an average 20' car lane road with two parking lanes, and the top-selling vehicles from 2000 (Toyota Camry) and 2020 (Ford F-150).





Tom Flood
@tomflood

There will never be a bell loud enough, a helmet strong enough or clothing bright enough to make up for poor infrastructure.



9:55 AM - Jun 18, 2023 - Twitter Web App





Highways

The veins to Spokane's arterials, People Powered Highways (PPH) would run parallel to most major arterials within the city, a block or two away from high traffic.

Immediate Implementation = Immediate Results

Opportunity for major infrastructure improvements including water, sewer, and city-owned fiber internet.



Connectivity

Spokane Arena

Garland District

Perry District

ONE Spokane Stadium

Spokane City Hall

Browne's Addition

Kendall Yards

Spokane County Fair and Expo
Center

Proposed paths would pass within three blocks of over two dozen schools, two dozen parks, and over a dozen grocery stores.





Zoning & Parking

With permanent missing middle housing and eliminated parking requirements, every property owner in Spokane instantly has the ability to add housing without adding to traffic or parking woes.

Opportunities

- ◆ Allow even higher densities on properties adjoining PPH
- ◆ Allow neighborhood commercial uses along PPH
- ◆ Every generation has said they would pay more to live in a walkable, mixed-use neighborhood
- ◆ Bicycle and pedestrian traffic allow for huge mobility gains without sound, pollution, or danger of motor vehicles



RACIAL Equity

Spokane's most racially diverse neighborhoods have some of the worst access to goods and services

Some, like East Central and Chief Garry Park, are geographically separated from the city by rail lines and highways

PPH strives to address these inequities, reconnecting neighborhoods separated by freeways and railroads



The Environment

Spokane is known nationally for access to incredible outdoor experiences.



We have some of the most beautiful parks in the country.

In a region where environmental stewardship is a key component to our collective identity, driving to our parks is a bit hypocritical.



You can't AC your way out of a climate crisis.

Air conditioning can only do so much. As temperatures rise, people will struggle to stay cool. Adding shade to pedestrianized streets will have a citywide cooling effect.

The Pacific Northwest will see an influx of climate migrants as much of the southern United States will become unlivable for months of the year. We have a duty to plan for their arrival in a way that won't further exacerbate the climate crisis.





Safety at Traffic Crossings

PPH crossings with vehicle streets will be given priority.

Arterials

- ◆ At minimum, lit crossings with flashing warning lights
- ◆ Decreased speed limit
- ◆ Train crossing arms and raised crosswalks at some crossings

Secondary Streets

- ◆ Stop signs for motor vehicles at all intersections
- ◆ Raised crossings for all intersections
- ◆ Increased lighting and curb extensions to further control traffic





Connections Outside the Grid

Neighborhoods on the periphery deserve people-powered connections too. While we can't build a grid where no grid exists, we can still build...

Pedestrian-First Infrastructure

- ✦ Sidewalk, trail, and bridge construction
- ✦ Protected and raised crosswalks
- ✦ Improved lighting and paving

Neighborhood Improvements

- ✦ New public facilities
- ✦ Beautification (Art, neighborhood flags, fountains, etc.)
- ✦ Fast-track projects already in the pipeline





Land

Minimal land acquisition costs as vast majority of land is existing city right-of-way. When possible, parks are utilized for pathway development. There are some portions (under 5%) of the proposed path that will require eminent domain.



Acquisition

Pathways tend to avoid parking garage entrances and exits, but there will be inevitable complaining from parking garage owners. Those parking garages are catering primarily to those who live outside the city.



TRANSIT Synergies

The PPH will adjoin STA plaza along at least one side, restricting access to transit and emergency vehicles

Transit stops and stations can be located at the intersections of the PPH and arterials, creating a citywide network of safe, carless travel

PPH use will inevitably increase ridership, allowing for STA to more easily secure federal funding





Winter Travel

With retractable/removable bollards, dedicated plows could clear the PPH parallel to regular plows clearing arterials

Pedestrian-First Snow Removal

- ✦ ATV plows and snowblower crews
- ✦ Year-round accessibility
- ✦ Encourages the rest of the city to clear their sidewalks

Beautification and Tourism

- ✦ Spokane becomes a snowy destination
- ✦ The elderly, disabled, and Californians can all get around safely
- ✦ The grid will have sludge and grime-free streets



ECONOMIC Growth

Every neighborhood deserves to have small business districts that can be easily reached by walking or biking

Locally-owned shops and restaurants are the core of our tourism industry

Walkable business districts increase property values, provide jobs, and build community

A majority of every generation of Americans is willing to pay more to live in such a neighborhood



Eyes on the Street

"When there are people present in a public space, such as city streets, it strengthens the space and inspires social cohesion."

- Jane Jacobs



Cost to Build

Anywhere from \$100 million to \$250 million

Voter Approval Required

- Price
- Scale of street changes

Voter approval allows us to bypass the loud minority of spoilsports and get things done





Go Big or Go Home

Why stop at pedestrianization?

What else is possible?

What next, light rail?



NO...

Trams!

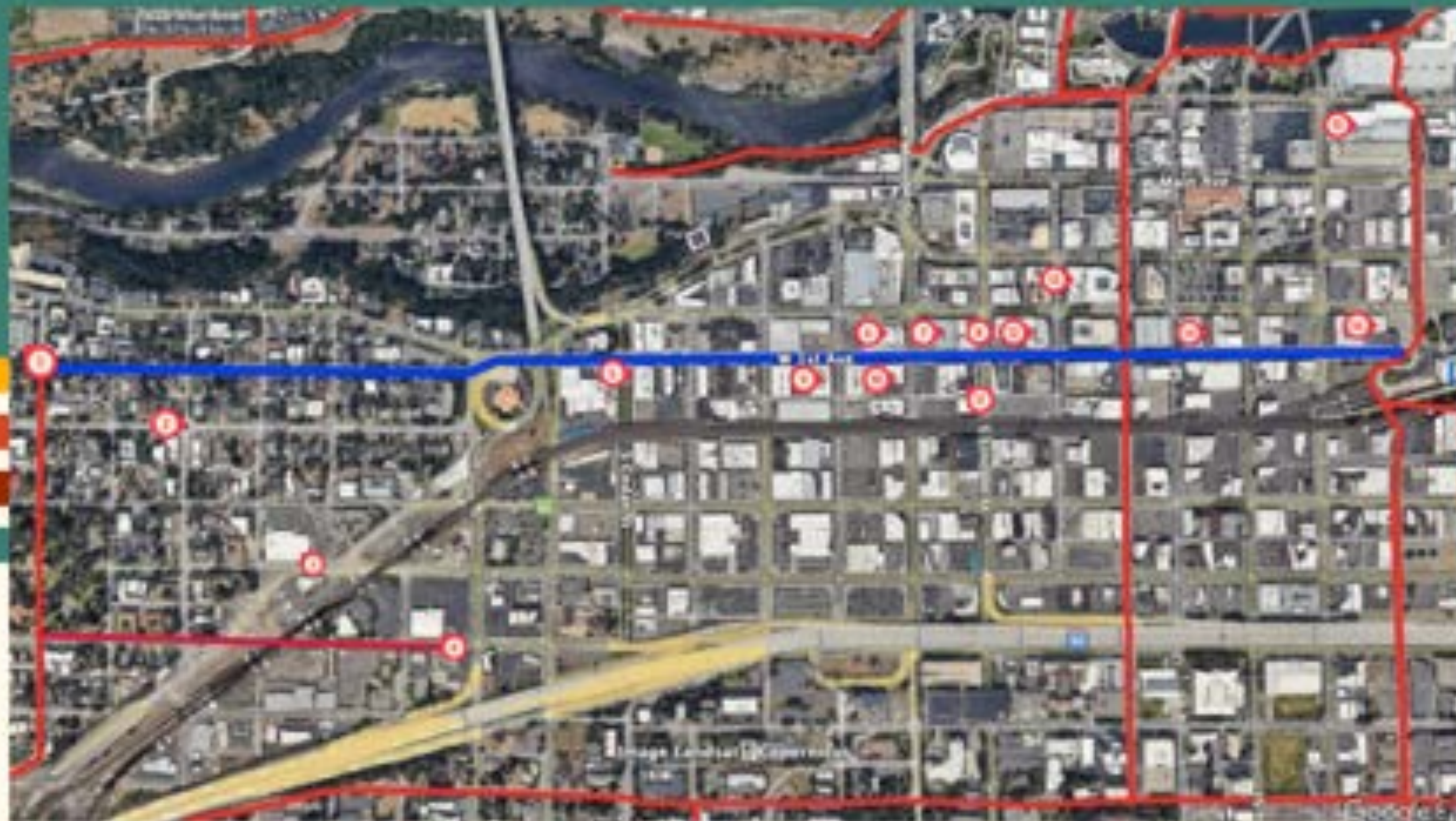
First Ave. Tram runs from Browne's Addition to the Spokane Amtrak Station and back

Constantly moving (24/7/365)

Under 5 minute wait times

Security officer on every tram





1. Museum of Arts and Culture

2. The Elk, Pacific Pizza, Italia Trattoria

3. Rosauer's

4. Grocery Outlet

5. Rocket Bakery, Brick West Brewing

6. Fox Theater

7. Knitting Factory

8. Bing Crosby Theater

9. Hotel Indigo

10. Montvale Hotel

11. Hotel Ruby

12. Davenport Hotel

13. STA Plaza

14. Ridpath Apartments

15. Davenport Grand

16. Spokane Comedy Club



Construction and Acquisition Costs

Project	Cost	Notes
Property Acquisition and PPH Construction	\$250 Million	Includes people powered connections outside the grid, new pedestrian bridges, and bike share
First Ave Tram	\$250 Million	Estimate of \$100 million per mile, the national average
Trail Amenities	\$100 Million	Includes restrooms, ball courts, fountains, seating, and shade



Operating Costs Over 10 Years

Project	Cost	Notes
First Ave Tram	\$100 Million	Salaries for Operators, Maintenance, and Security
PPH Clean Team	\$100 Million	Over 20 new public restrooms on the PPH, street cleanup along entire grid
Landscaping, Snow Removal, and Maintenance	\$200 Million	Includes teams for neighborhoods outside the grid



A BILLION DOLLARS?!?!

How do we pay for it?
Property Taxes!!!



Aggressive taxation and conservative projections allow for huge upside.

New tax revenue from denser housing coupled with large federal investment could allow for decreased tax load in later years.



\$1.49 per \$1000 of assessed value.

\$600 Million in infrastructure improvements
\$400 Million covering operations including salaries for at least 10 years

Per the US Census, there are 230,160 people living in the City of Spokane.


With a property tax levy equating to under \$625 per year for the median home (\$55 per month), we can fully fund this project in 20 years.

Seattle approved a 9-year, \$930 million transportation levy in 2015.

Do it right

THE FIRST TIME

Now is the time to strike. Beat every city in the country to the front of the federal appropriations process.



Citywide rollout makes for more up front annoyance in exchange for long-term reliability, convenience, and safety.

The better the initial rollout, the greater the chances of success for future measures. Keep what works, fix what doesn't.

Rather than slowly trying to piecemeal a solution while trying to not inconvenience drivers, go big and build fast. Make drivers acknowledge that a cleaner, quieter, and safer city is worth the relatively short-term traffic annoyances.



People don't hate paying taxes for infrastructure, they hate governments squandering their taxes on costly delays and consultants.

A public vote with a supermajority, which is required to pass the tax, is more than enough justification to bypass traditional process.



Recap

For under \$220 per person annually to start, we would get the following:

A citywide grid of safe, clean, pedestrianized streets that are accessible 365 days a year

20+ staffed public restrooms citywide, each with a family restroom, drinking fountain, and emergency phone

Every house in the city will be walking distance to a high-quality half court, fountain, and some sort of gathering place/pavilion

A 24/7, 365 day a year tram on First Avenue from Browne's Addition to the Spokane Amtrak Station

Subsidized bike share for non-motorized bikes
E-Bike and E-Cargo Bike share
Free bike parking lockers throughout downtown

Every neighborhood will participate in design, but the process will be collaborative and additive, because voters already approved the work.

Tree Canopy Explosion!

Recap Continued

But wait, there's more!

With \$600 million budgeted for acquisition and construction, that's hundreds of millions of dollars in jobs for local construction firms

25% of contracts will be with local small businesses

Of \$400 million in operating costs over the first 10 years, over 50% will be salaries and benefits for good paying, unionized, city jobs


Half of the entire \$1 billion levy is likely to be salary and benefits for Spokane residents

Federal and state funds will allow for further infrastructure improvements

Private investment will skyrocket

More Tax Math

Thanks to Covid, the median home price in Spokane has averaged 10% annual growth over the last 10 years.



Let's assume a tax bill of \$1,625 annually over 20 years for \$32,500 total.

A fully realized Spokane Reimagined would provide well over \$32,500 of lifetime value for each Spokane resident.

Another 10 years of 10% annual price growth for the median Spokane home would bring median assessed values to \$1,089,371.

The minimum levy rate of 1.49 would result in a Spokane Reimagined tax bill of under \$1,625 that year for a median home.



Keep in mind, the median amount will be \$625 annually to start, not \$1,625.

The average Spokane home owner will see equity growth significantly higher than their tax bills.





Photo by Young Kwak

Future

Budget Ramifications

As Spokane densifies, services become more efficient and property taxes go further.

Conversion of City Streets

- ◆ 140+ miles of city streets will be converted to PPH
- ◆ Freeing up the funds that would be used on their maintenance
- ◆ Same amount of streets money with significantly fewer streets

Post-Levy

- ◆ Rapid densification with fewer cars
- ◆ Future operating costs covered by traditional city revenues
- ◆ A 20 year levy allows for frontloaded infrastructure investment



Intangibles



Higher Housing Density	Fewer cars on the road	Minimal traffic disruptions due to construction
City Beautification	24/7 Safer Streets	Federal and State Funding
New marquee events	Small Business Boom	Cleaner Air
Better health outcomes	Better educational outcomes	Quieter and Cooler Spokane
Private development	Marketing (Recruiting businesses, employees, investors, etc.)	Synergies (City-owned fiber network, new water and wastewater facilities, etc.)
Household Savings	Retirement and Independence	Reliability (Never traffic when walking, public transit optimization, paths navigable to anyone)



INSTANT Gratification

While permanent infrastructure and facilities will need planning, design, and construction, we can start the PPH immediately.

Opening the streets to people can happen at any time.

Install Manito-style crossings at arterials immediately, with the understanding that all arterial crossings will get additional traffic calming at a later date.





Crime Prevention

Eyes on the Street!

Get police out of their cars and into their community

- ✦ Real community policing
- ✦ Neighborhood murals and street art discourage graffiti
- ✦ Emergency Phones and Lighting

It is impossible to police your way out of traffic violence


- ✦ Good infrastructure protects us all, including police
- ✦ Allows police to focus on other neighborhood concerns



Seattle-Spokane International Tourism Partnership

No one feels safe driving in a foreign country.

For some reason, American cities haven't realized how much Americans love traveling to, and singing the praises of, walkable European and Asian cities.



International tourists stick to destinations where they can be car-free

Trains are the default mode of public mass transit in most of the world. Let's capitalize on the Empire Builder.

Fly into Sea-Tac, explore Seattle, take Amtrak to Spokane and explore, then return

Builds ridership, motivates and encourages Washingtonians to also take the train across the state.





New Traditions

With a remade city, we have the perfect opportunity to build new community traditions.

Spokane Velocity and Zephyr FC

- ◆ Stadium Supporter March through Riverfront Park
- ◆ First Ave Tram
- ◆ Bike Parades

High School Rivalries

- ◆ Spokane Showdown
- ◆ Meet in Riverfront Park and parade to the stadium
- ◆ Safe and easy means for students to socialize, build community, and get out of their cars





Walking, Biking, and Play Clubs

City-managed calendar for neighborhood meetups

Meet your neighbors!

Make friends!

Stop and smell the roses!

Bike Buses!

Halloween!



Downsides

Major traffic calming at all intersections with PPH will result in multiple additional intersections where cars must stop.



Taxes!



Some households will lose free parking immediately in front of their house. Free parking will still be down the street.

Noise (Basketballs, pickleball, the laughter of children, etc.)



Want more
information?



Visit us at
SpokaneReimagined.org



SPokane

REIMAGINED

A proposal to repurpose existing rights of way to improve Spokane's connectivity, increase density, and spur economic development

\$1 Billion transportation and accessibility levy (\$50 million annually for 20 years), at a rate of approximately \$1.49 per \$1,000 of assessed value. The median Spokane home would pay around \$625 the first year.

The proposal includes new capital improvements:

- People Powered Highways - A citywide grid of safe, clean, pedestrianized streets (over 140 miles!) that are accessible 365 days a year
- 20+ staffed public restrooms citywide, each with a family restroom, drinking fountain, and emergency phone
- Every house in the city walking distance to a high-quality half court, fountain, and some sort of gathering place/pavilion
- First Ave Tram - A 24/7, 365 day a year tram traveling 2.5 miles on First Avenue from Browne's Addition to the Spokane Amtrak Station
- Free bike parking lockers throughout downtown
- For neighborhoods not covered by the PPH, protected pedestrian and cycle paths, crossings, and other safety improvements

It also provides startup and operational funding for the following services and city jobs:

- City owned and operated bike share with non-motorized bikes, e-bikes, and cargo bikes
- First Ave Tram operators, maintenance, and security staff
- People Powered Highways Clean Team
- Dedicated landscaping, snow removal, and maintenance on pathways

Projected capital costs:

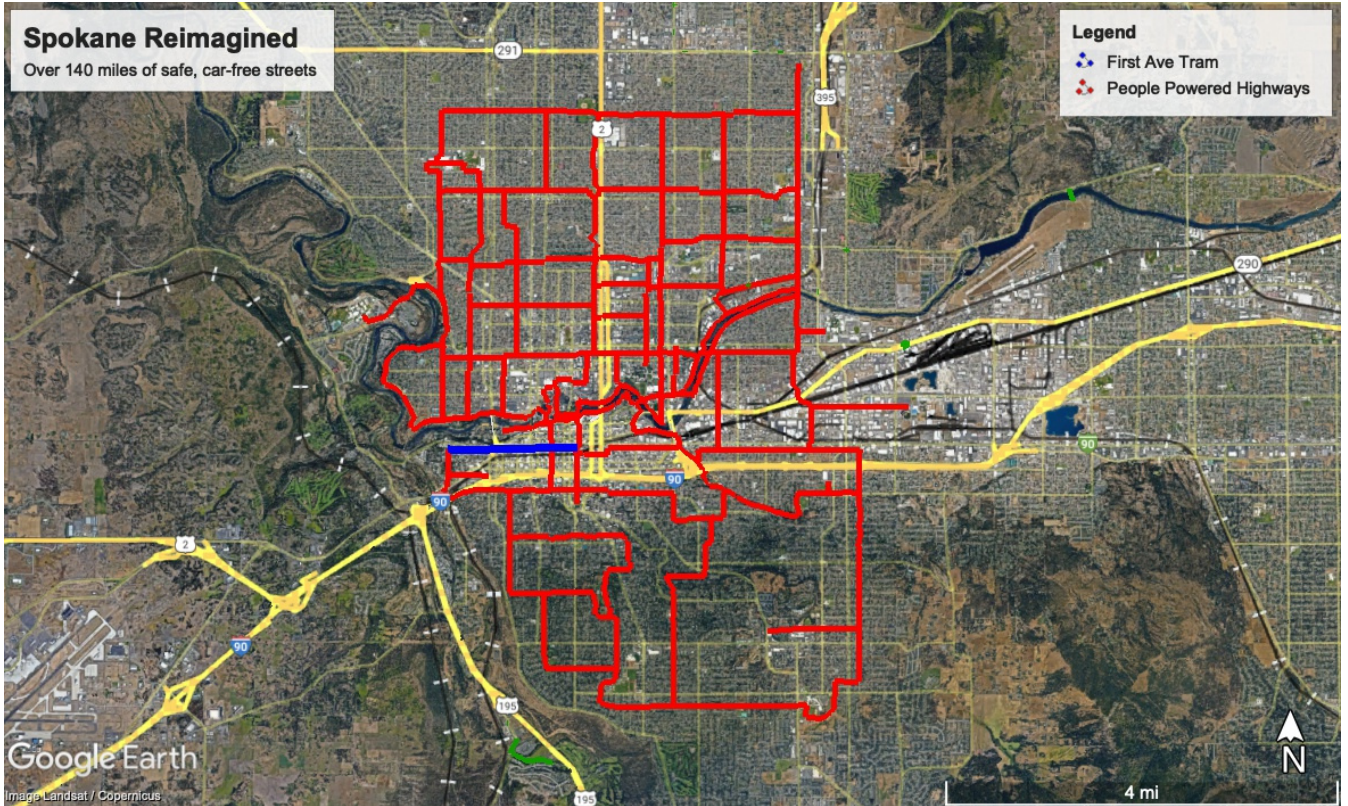
- \$250 million - Property acquisition and construction of People Powered Highways, people powered connections outside the grid, and bike share
- \$250 million - First Ave Tram
- \$100 million - New neighborhood amenities (restrooms, fountains, pavilions, ball courts, etc.)

Projected operating costs over 10 years:

- \$100 million - First Ave Tram
- \$100 million - PPH Clean Team
- \$200 million - Landscaping, snow removal, and maintenance



**For more information, visit us at
SpokaneReimagined.org**



First Ave Tram Map



- | | | | |
|---|--------------------------------------|---------------------|-------------------------|
| 1. Museum of Arts and Culture | 5. Rocket Bakery, Brick West Brewing | 9. Hotel Indigo | 13. STA Plaza |
| 2. The Elk, Pacific Pizza, Italia Trattoria | 6. Fox Theater | 10. Montvale Hotel | 14. Ridpath Apartments |
| 3. Rosauer's | 7. Knitting Factory | 11. Hotel Ruby | 15. Davenport Grand |
| 4. Grocery Outlet | 8. Bina Crosby Theater | 12. Davenport Hotel | 16. Spokane Comedy Club |