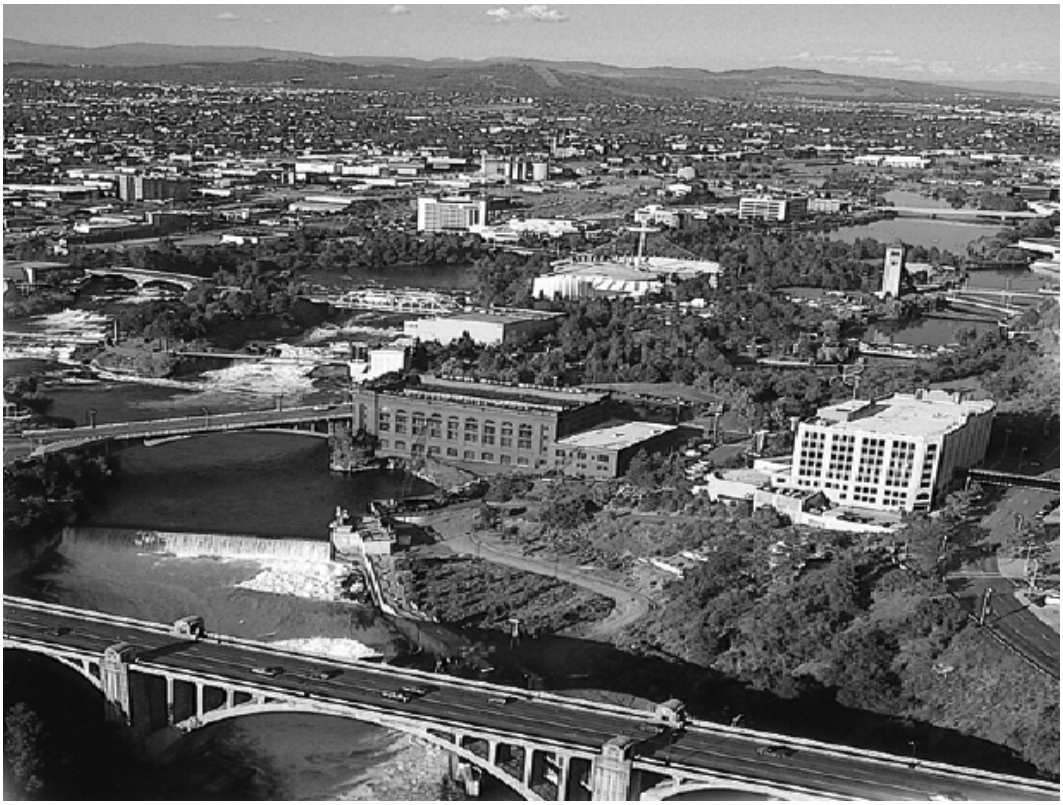
Washington State
Commute
Trip
Reduction

GROWTH AND TRANSPORTATION EFFICIENCY CENTER PLAN



City of Spokane

February 2008

List of Exhibits

In 2006, the Washington State Legislature approved the Commute Trip Reduction (CTR) Efficiency Act. Under the CTR Efficiency Act, the Washington State Legislature created the GTEC program to increase the efficiency of the state's transportation system in areas of the state containing a concentration of jobs and housing.

The purpose of the GTEC program is to allow communities wanting to improve the efficiency of their transportation system in order to meet their targets for future growth and economic development. Cities and counties are given the option establish Growth and Transportation Efficiency Centers (GTECs) in their densest employment or residential areas. Through the GTEC program, cities, developers, land owners, employers, and transit agencies will work together to create customized transportation demand management programs and transportation-efficient land use policies in designated GTECs. In turn, the state will provide technical assistance and financial incentives for GTEC programs that have the potential to improve transportation system performance.

The City of Spokane has elected to designate the downtown neighborhood as a GTEC. The GTEC has been designated as a neighborhood by the City of Spokane, has a neighborhood plan, and meets city and county standards for an urban center. The City has an existing Downtown Plan and University District Master Plan for this area. This GTEC plan is based on many of the strategies identified in these previously written planning documents.

The proposed GTEC program for the Spokane downtown is a collection of City-adopted goals and policies, facility and service improvements, and marketing strategies about how the City of Spokane will help make progress for reducing drive alone trip and vehicle miles traveled for the GTEC over the next six years. The program also specifies a financial plan and organizational structure for implementing the program strategies and services. Building upon the success of the existing commute trip reduction (CTR) program, the City strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies.

The GTEC program has been developed through extensive involvement by employers, organizations, and individuals from throughout the jurisdiction who helped identify strategies and ways for successful achievement of the goals. This plan helps to support the achievement of the jurisdiction's overall CTR plan.

Spokane Downtown GTEC Contact

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A. Vision of the GTEC and how it relates to the base CTR program:

Our Downtown is a mixed-use regional center for shopping, working, living, recreation and entertainment. Riverfront Park is the center of the City and Downtown. It is the "Jewel" of the City. Riverfront Park is a great public open space in the center of a growing vital and urban City.

Downtown Spokane should be a thriving neighborhood with a diversity of activities and a mix of uses; it should be alive night and day. The mix of uses must include residential (high, medium, and low-income), office, entertainment, and retail. Plans for the downtown must ensure a viable, economically strong downtown area.

Downtown Spokane needs to encourage a desirable living environment to encourage residential uses. The Downtown is connected with a network of pedestrian friendly streets, trails, plazas and parks linking places and neighborhoods to live with retail and recreational, entertainment, educational, and cultural opportunities. In addition, residents and workers have access to the Downtown via safe, clean, and reliable and convenient transportation and transit systems.

Downtown Spokane should be developed as a unique and historical neighborhood with its own vision and plan with all stakeholders contributing.

B. GTEC program goals and targets:

The goal of the GTEC program is to reduce drive alone trips by 10% and vehicle miles traveled by 13% among affected and unaffected CTR work sites in Downtown Spokane.

C. GTEC target population:

The Downtown Spokane GTEC program will focus primarily on commuters who travel to Downtown Spokane. However, as multi-family housing develops in the area, the program will be expanded to residential groups. There is a strong market for increasing transit and ridesharing programs among the following groups of employees:

- Major Employers
- Unaffected Employers
- Multi-family Residential Sites

D. Proposed GTEC program strategies:

Goals and strategies from the 1999 Downtown Plan, the 2004 University District Master Plan, and the 2006 University District Traffic Study were used as a basis for developing strategies for the proposed Downtown Spokane GTEC plan. The proposed GTEC strategies for downtown Spokane include a combination of service improvements, capital facility improvements, and new programs and policies. The following strategies for reducing drive alone trips and vehicle miles traveled are proposed:

1. Services

- Increase the number of passengers on trolley service.
- Encourage employers and property owners to implement parking management to reduce the number of downtown employees driving alone to work.
- Adjust signals downtown to improve traffic flow for cars and buses
- Improve bus headways and levels of service in downtown
- Add vanpools.
- Institute a University District Shuttle System, which would improve transportation options within the University District and connect it with its neighboring areas. The shuttle should provide service to each of the campuses, designated parking areas, downtown, the Sprague Area, and the Medical District with 10 to 15 minute intervals.

2. Policies

- Encourage mixed uses throughout Downtown; create unique and vital retail spaces to attract people to the area, and rehabilitate and reuse existing structures for office, retail, and residential uses to keep community character and history.
- Develop design guidelines for the downtown area to ensure that they are consistent with the University District Master Plan and the goals of the GTEC.

3. Programs

- Encourage private-public-community partnerships. The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and collaboration from all sectors of the community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.

4. Capital Projects

Community design projects can improve perception of safety for pedestrians in Downtown and in turn attract more pedestrian traffic into a neighborhood. These types of projects can also encourage more people to use alternative modes of transportation, which generally requires more walking through the Downtown, and revitalize a neighborhood to encourage new businesses and investors to the area. Some of the projects proposed in the Downtown Plan include construction of Public Square and other public spaces, increasing the number of street trees planted, implementing more Green Street improvements, improving skywalks, and improving pedestrian connections to neighborhoods to encourage more pedestrian traffic. Specifically, some of the improvements proposed for the GTEC include:

- Increase the number of city blocks with pedestrian friendly sidewalks and crosswalks and streetscapes, including Main Avenue, Sherman Street, Sharp Street, Hamilton Street, Pacific Avenue, Grant Street, and Sprague Avenue.
- Provide bike lanes on arterials where there is sufficient right of way.
- Improve the pedestrian crossing near Gonzaga University and along Division Street.
- Install transit amenities such as bus shelters, roadway lighting, and transit trackers.
- Provide adequate bicycle parking in downtown locations.
- Increase on-street parking meters near downtown.
- Extend the trail system near the river in conjunction with the proposed Burr Trail extension.
- Provide way-finding signs throughout the downtown to improve traffic for pedestrians, bicyclists, and automobiles.

E. Key funding and service partnerships:

The following funding source and service partnerships will be relied upon for implementation of the above-mentioned strategies:

- WSDOT GTEC funding
- City of Spokane CIP
- Spokane Transit Authority
- Spokane County
- Major Employers

The purpose of this section is to describe the background information of the GTEC. Information for this section was prepared using existing plans and programs. Information that was used to prepare this plan included:

A. Sources of Information

Information	Date Published
City of Spokane Comprehensive Plan	Adopted May 21, 2001
City of Spokane, The Plan for a New Downtown	1999
Spokane Transit, Transit Development Plan	May 18, 2006
Spokane County, Comprehensive Plan Summary & 5 Year Update	June 2006
Spokane Metropolitan Area Transportation Plan	2003
Non Motorized Transportation Survey	2006
University District/ Downtown Traffic Study Draft	2007
Spokane Regional Transportation Council's Annual Listing of Project Obligations	2006
2030 Growth Forecasts for Employment, Housing, and Transportation Analysis Zones (TAZ) for Spokane County, Spokane Regional Transportation Council, http://www.srtc.org/taz.html	2006
Spokane Streetcar Feasibility Study	2006
Transportation Improvement Program for Spokane County, 2007-2010	2006
Unified Planning Work Program 2008-2009, Spokane Regional Transportation Council	2007
Spokane Regional ITS Implementation Plan	2000
The University District Strategic Master Plan	2004
University District/Downtown Spokane Transportation Improvement Plan	2006
City of Spokane, Levels of Service Standards/ Concurrency Management System Preliminary Program	2000

B. Background Information

1. Description of the geographic boundaries

Downtown Spokane GTEC is generally bounded by Boone and Sharp Streets to the north, 4th Street to the south, Erie and Columbus to the east, and to the west by Maple south of the river and Monroe north of the river. The following figure shows the location of the GTEC and street names.

The downtown is comprised of six geographic and functional districts, including the Central Core, West End, East End, North Bank, South Side, and Riverfront Park (see Figure V-1). The Central Core is the center of Downtown, with predominantly high-density office and commercial uses. The West End and East End are mixed use neighborhoods with high-density retail, housing and office uses. North Bank and Riverfront Park are the sports entertainment and recreation centers of Downtown Spokane. The South Side possesses light industrial, warehouse, and auto-oriented uses. This section outlines a set of strategies designed to encourage the most suitable type of development in each district and to solidify each district's role and identity within the Downtown.

Exhibit 1
Location of Downtown Spokane GTEC

Source: Spokane Downtown Plan, 1999

Exhibit 2
Spokane GTEC Boundaries

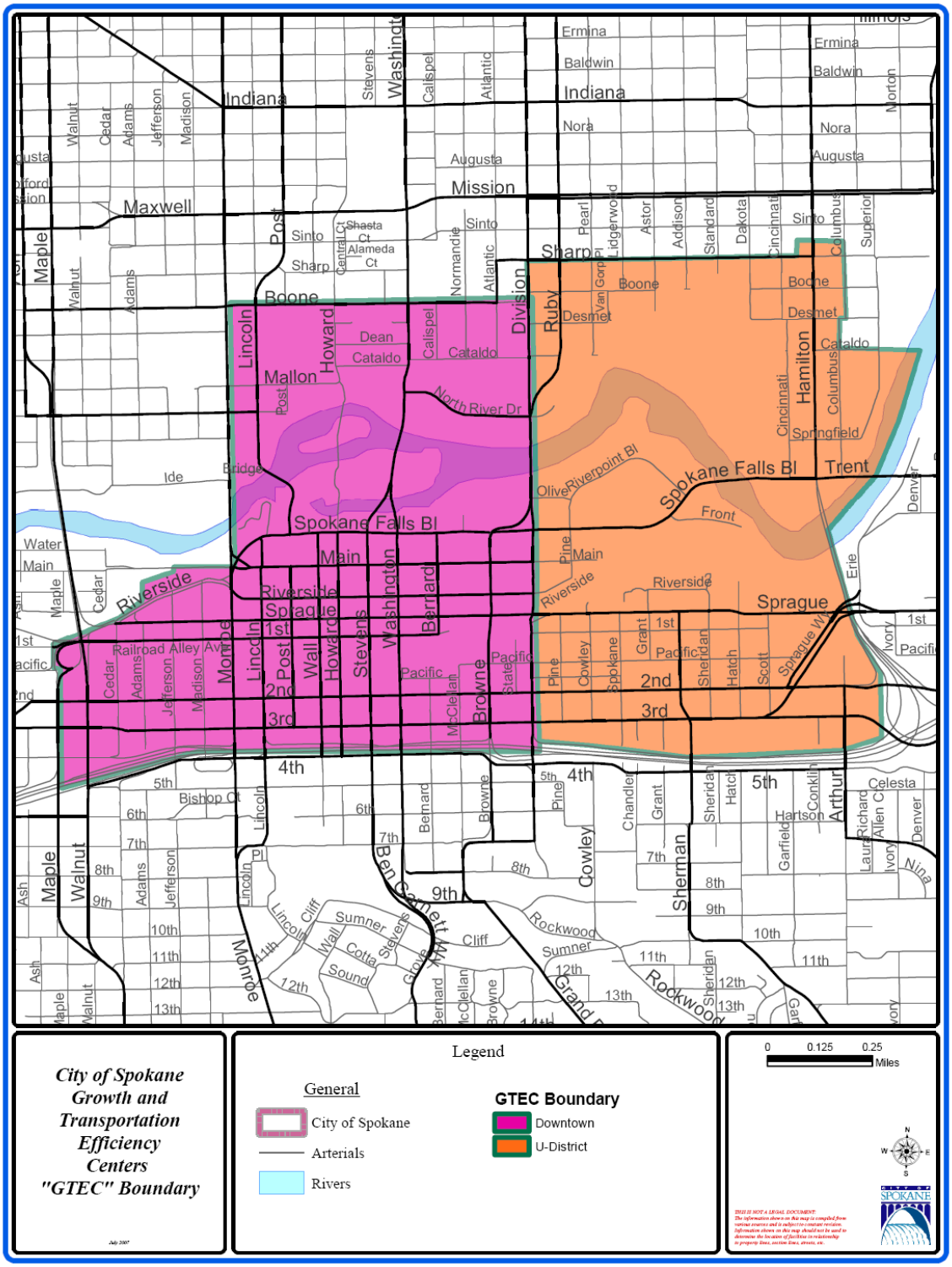
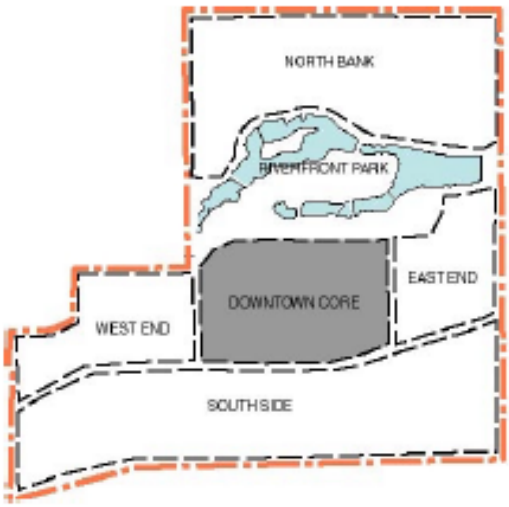


Exhibit 3
Location of Downtown Spokane Districts
Source: The Plan for a New Downtown, 1999



2. Documentation that the GTEC is located within the jurisdiction's urban growth area

   The proposed GTEC is the downtown neighborhood of the City of Spokane, which is included in the urban growth area, as shown in the City of Spokane map. The downtown neighborhood was identified as one of fifteen city neighborhoods in the city's Comprehensive Plan between 1982 and 1995 and a neighborhood plan was adopted. In 1999, a revised Plan for the Downtown was adopted by the city, which is the most current land use plan for the GTEC area.

3. Vision for the GTEC

   The following is a land use policy from the City of Spokane's Comprehensive Plan that describes the vision for downtown Spokane,

   > LU 1.9 Downtown
   > *Recognize the direct relationship between citywide land use planning and the present and future vitality of downtown Spokane.*
   > Discussion: Plans and strategies should be adopted that are designed to ensure a viable, economically strong downtown area. Downtown Spokane should be a thriving neighborhood with a diversity of activities and a mix of uses; it should be alive night and day. The mix of uses must include residential (high, medium, and low-income), office, entertainment, and retail. To encourage residential use, a desirable living environment needs to be created. Downtown Spokane should be developed as a unique neighborhood with its own vision and plan with all stakeholders contributing.

The Plan for Downtown Spokane further explains the vision for the GTEC area over the next twenty years, which was developed with community input.

The Vision

Our Downtown is a mixed-use regional center for shopping, working, living, recreation and entertainment. Riverfront Park is the center of the City and Downtown. It is the "Jewel" of the City. Riverfront Park is a great public open space in the center of a growing vital and urban City.

- Spokane is a destination place. Spokane is the capital of the Inland Northwest and a gateway to the Rockies. Day and night, our Downtown is a vibrant and active place, where people live, work, dine, shop, and visit.

- Downtown Spokane is a place to work and shop. Our lively Downtown – vibrant and vital – is the center of business, financial, medical, government, and entertainment, social and cultural activities. Downtown is a major shopping destination for the region.

- Our Downtown contains cultural and arts facilities for the region such as an arboretum, a science and technology museum and river aquarium, live music and theater halls, and a Native American Museum.

- Downtown Spokane is a place to live. People of all economic levels enjoy living Downtown.

- Downtown is a pedestrian friendly and safe place. Our Downtown is connected with a network of pedestrian friendly streets, attractive clean, and safe, linking places and neighborhoods to live with retail and recreational, entertainment, educational, and cultural opportunities.

- The City and Downtown are connected with a network of "Green Links." Downtown Spokane is a "green place" with an extensive network of tree lined streets, trails and pedestrian oriented streets connecting the Riverfront Park to Downtown plazas, parks, open spaces and city neighborhoods.

- The Downtown provides for convenient transportation and circulation. Our vibrant Downtown is supported by safe, clean, and reliable and convenient transportation and transit systems.

- Downtown is a place for youth and families. Our Downtown is a place that children and youth are ensured a high-quality education, activities, and services that nurture development and encourage pride and involvement in our community.

- Our Downtown is a historic center of the community.

- Our Downtown celebrates the variety of interesting, older buildings and places that give charm and character to the city and helps create a special "sense of place."

- Our community is a place of that encourages community participation and involvement. Our community is enthusiastic, motivated, and committed to enriching Spokane's future.[1]

C. How the GTEC Program Supports Local and Regional Goals

1. City of Spokane's Comprehensive Plan Goals

The proposed GTEC program for Downtown Spokane supports a number of goals and policies in the City of Spokane Comprehensive Plan which relate to the GTEC. The City of Spokane Comprehensive Plan Transportation Element contains the following goals that support reducing drive alone trips and vehicle miles traveled:

> TR 1 OVERALL TRANSPORTATION
> Goal: Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents.
>
> TR 2 TRANSPORTATION OPTIONS (and supporting policies)
> Goal: Provide a variety of transportation options, including walking, bicycling, taking the bus, carpooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependency on automobiles.
>
> TR 3 TRANSPORTATION AND LAND USE (and supporting policies)
> Goal: Recognize the key relationship between the places where people live, work, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advance Spokane's quality of life.
>
> TR 6 ENVIRONMENTAL PROTECTION
> Goal: Minimize the impacts of the transportation system on the environment, including the region's air quality and environmental features, such as nature corridors.

The transportation element of the Comprehensive Plan shows a strong correlation between transportation and land use, urban design, neighborhood planning, and social health. The plan also identifies these key issues:

[1] City of Spokane, 1999. The Plan for Downtown.

- In the future increasing numbers of people may not physically or financially be able to drive.
- Continued dependency on driving may not be sustainable in the future, either economically or environmentally.
- Designing Spokane around the automobile decreases people-friendly environments and erodes the quality of community.

The focus of the comprehensive plan goals and policies is to increase transportation choices and reduce dependency on driving. *The intent, however, is not to eliminate automobile use but to provide people with viable options to driving.* The key values for the Transportation Element included the following issues that relate to effective implementation of the CTR program and GTEC plan:

- Ensuring mobility and access within the city.
- Decreasing north-south congestion.
- Increasing the variety and public awareness of transportation choices.
- Developing and maintaining good public transit.
- Developing and maintaining pedestrian-oriented neighborhoods.
- Developing convenient access to the downtown area, increasing parking, bus service, light rail, and satellite parking with shuttles, and improving the pedestrian environment."

The land use section of the City's Comprehensive Plan describes the City's vision for land use as "Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the environment, and sustain the downtown area and broaden the economic base of the community." Some of the associated values that relate to the CTR program and the GTEC plan include:

- Controlling urban sprawl in order to protect outlying rural areas.
- Developing and maintaining convenient access and opportunities for shopping, services, and employment.
- Protecting the character of single-family neighborhoods.
- Guaranteeing a variety of densities that support a mix of land uses.
- Utilizing current residential lots before developing raw land."

The land use section explains that the future growth of the city will occur within neighborhood centers, district centers, employment centers and corridors designated on the land use plan map, leaving single-family residential neighborhoods largely unchanged. The centers and corridors contain a mix of uses, including higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities (parks, government and schools). Streets within the centers and surrounding neighborhoods enable residents to walk or bicycle for their daily service needs and to access each center's transit stop. Higher density housing and office buildings

within and around the centers supports business in the center and allows for enhanced transit service between centers, along corridors and to the downtown area.

In 1999, the City of Spokane prepared a Downtown Plan that promotes mixed use development while designating particular areas for retail, residential or office concentration. These areas of concentration create the critical mass necessary to develop viable retail, office and neighborhood centers. Specifically, residential and/or office uses are encouraged over and adjacent to street level retail space. Creating a mix of residential, office, and commercial uses will foster a pedestrian-friendly, transit accessible urban environment and turn Downtown into an active place, day and night. This plan also has policies that promote the development of a light rail line, expansion of the existing trolley system downtown, and continued development of a system of non-motorized vehicle routes, or bicycle routes, through Downtown along pedestrian oriented "Green Streets" connecting to existing bicycle routes in the city and the Centennial Trail, along the Spokane River.

The Downtown Spokane GTEC program supports the vision, goals and policies of the Comprehensive Plan in the following manner:

- The Downtown Spokane GTEC is classified as an "Urban Center." As an Urban Center, the area is planned for an intensity/density of land uses sufficient to support transit, a broad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupant vehicle.

- The GTEC program helps to develop and promote alternative travel options that will help limit use of single occupant vehicles. As part of the GTEC program, the City plans to increase pedestrian and bicycle routes to form an interconnected network between local and regional destinations.

- The Downtown Spokane GTEC program will also help to balance the types of travel options available to all users, including disabled users, people without cars, pedestrians, bicyclists, and transit users.

- Finally, the Downtown Spokane GTEC program will help achieve the City's goal of improving air quality and reducing Spokane's contribution to climate change through the reduction of vehicle emissions.

2. Spokane Regional Transportation Council's Goals

The proposed GTEC program also supports the regional goals and policies of the Spokane Regional Transportation Council. The adopted regional transportation policies in the 2003 Spokane Metropolitan Area Metropolitan Transportation Plan contain the following mission and goals that are relevant to the proposed GTEC program:

Mission - Spokane's regional transportation system shall provide for the efficient movement of people and goods into and through the Spokane Region with an emphasis on integration of balanced multi-modal transportation choices.

Goal - Spokane's regional transportation system shall provide for the safe and efficient movement of people and goods throughout the Spokane region, while seeking to enhance the area's quality of life, efficiently using limited resources, and ensuring that transportation solutions are compatible with the rights of citizens to the peaceful and healthy enjoyment of life, home, and property.

Goal - Develop a balanced, integrated, multi-modal transportation system, which serves the existing and future needs of the area and provides a convenient choice among modes for trips into and out of Spokane's metropolitan area, for work, school, shopping, personal business, and recreational purposes.

The proposed GTEC program directly supports the region's goals for promoting demand management programs that shift travel demand to non-single occupant vehicle travel modes and to off-peak travel periods. This will result in reducing the need for new capital investment in surface transportation projects. The proposed GTEC for Downtown Spokane will increase education programs among commuters and residents working and living in the GTEC.

The GTEC program also supports the goal to increase the proportion of non-single occupant travel by transit, high occupancy vehicle and non-motorized modes of transportation. The goal of the GTEC program is to reduce drive alone travel by 10% and shift commuters to using other modes. This will be done over a six-year time period. The City plans to emphasize investments in transit, pedestrian and bicycle improvements in Downtown Spokane, which is an urban center.

D. Evaluation of Land Use and Transportation Context

a. Existing population and employment

The existing downtown employment population is approximately 22,700 people. The existing total residential population of the Downtown Spokane GTEC is approximately 2,300. [2]

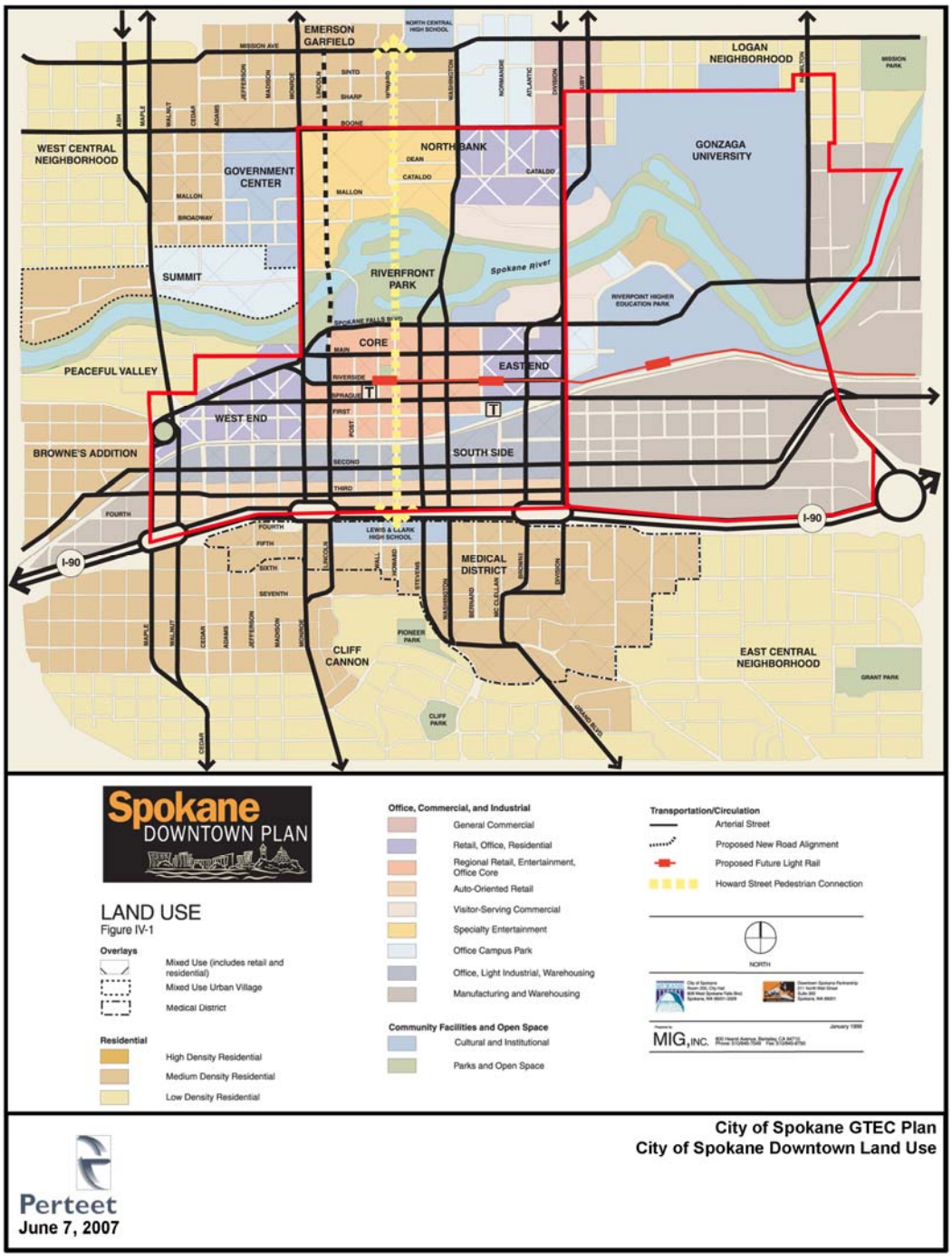
b. Existing land use conditions

[2] The total employment population for 2005 was provided by the City of Spokane (L. Mueller, 8/16/07 email) and the total residential population was gathered from 1999 Downtown Plan. The current residential population was estimated by taking the 1997 residential population and applying a growth rate of 1.51 percent per year per the City of Spokane Initial Urban Growth Boundary Proposal and Residential Land Capacity Summary September 2006.

Downtown Spokane has been subdivided into six sub-areas, or districts. While all districts have a mix of residential, office and commercial land uses, each district has its own flavor.

- The Downtown Core is the retail and office core of Downtown, with the highest intensity of activities.
- The North Bank is the sports and entertainment center of Downtown, with the arena and close ties to Riverfront Park.
- The West End and East End are mixed use office and residential neighborhoods.
- The South Side includes industrial, warehouse, light industrial activities, and auto-oriented commercial uses along the Interstate 90 highway corridor.
- Riverfront Park, showcased at Expo '74, remains the heart of Downtown, with the river and falls creating an urban refuge for the metropolitan region.

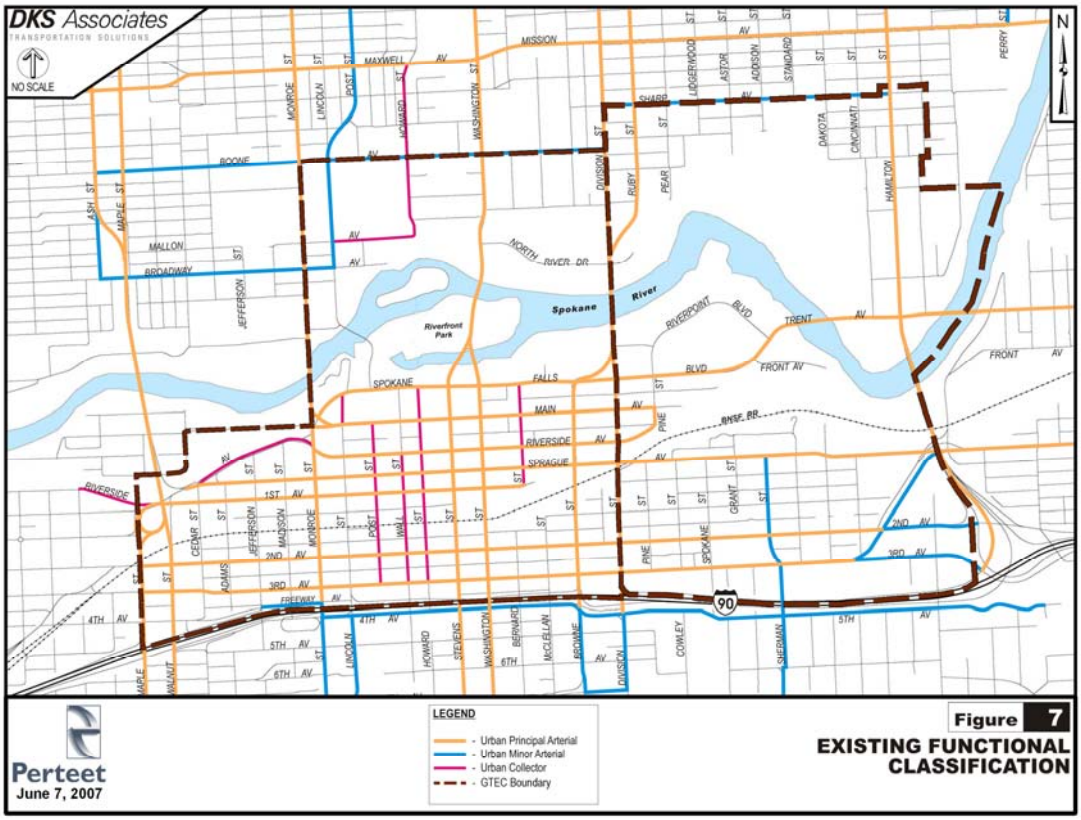
Exhibit 4
Existing Land Use



c. Existing transportation network

The Downtown Spokane GTEC is bordered by Interstate 90, and State Route 290, an arterial. In addition, there are a number of arterials running north-south including N. Washington/Stevens Street, N. Monroe Street, N. Division Street, N. Ruby Street, N. Maple/Ash Street, N. Walnut Street, N. Hamilton Street and Sunset Boulevard. Arterials running east-west include W. Maxwell/Mission St., W. Spokane Falls Ave., W. Main Ave., W. Riverside Ave., W. Sprague Ave., W. 1st Ave, W. 2nd Ave., and W. 3rd Ave.

Exhibit 5
Existing Major Arterials



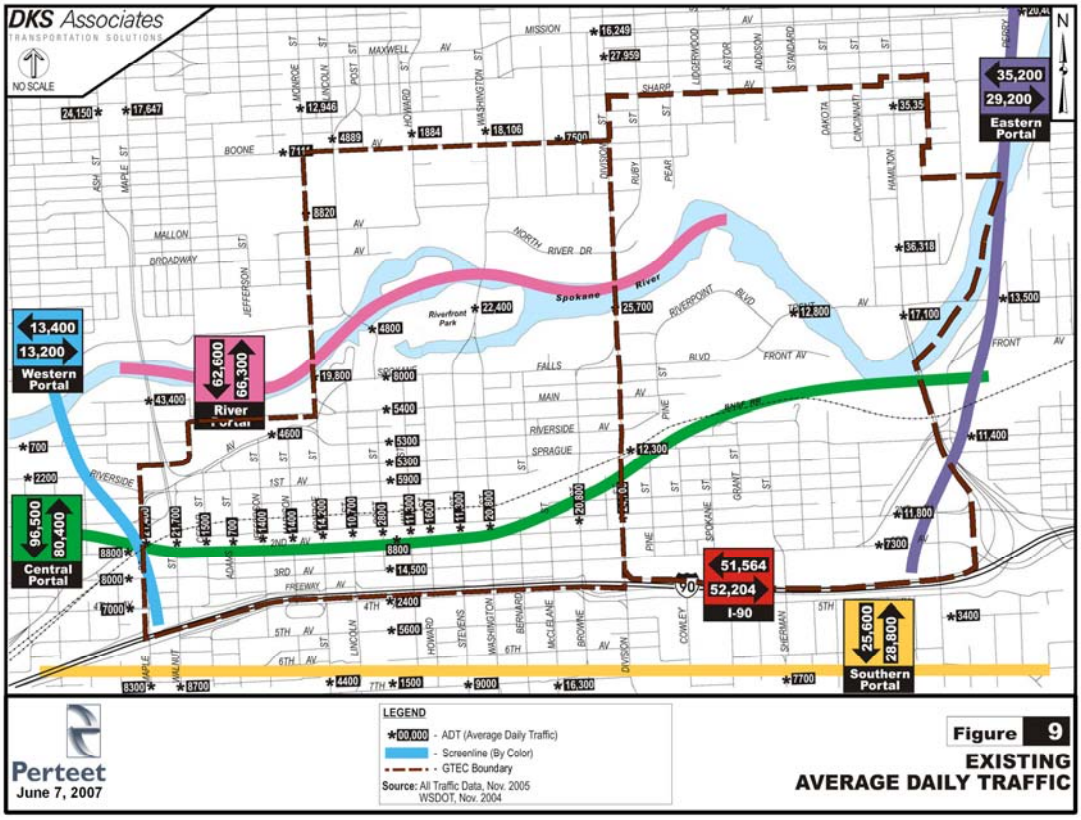
Traffic volumes

The 2006 University District/Downtown Spokane Transportation Improvement Plan included a study of existing traffic volumes. The study area was generally bounded by Mission Avenue to the north, Ash Street to the west, Hamilton Street to the west and 9th Avenue to the south. Within the study area, there were four sub-sections including: North, University, Central, and South. The City of Spokane designated 126 intersections within the study area for the analysis of existing conditions.

Average Daily Traffic Volumes

Average daily traffic (ADT) volumes were collected for the 2006 University District/Downtown Spokane Transportation Improvement Plan over a 24 hour time period at approximately 50 locations within the study area5. Average daily traffic volumes were also obtained for Interstate 90 from the Washington Department of Transportation's most recent count in November of 2004[3]. These counts provide two-way peak conditions of traffic throughout an entire day. Screenlines were created within the study area to illustrate the daily traffic volumes traveling across specific sections of the study area. The screenlines and ADT volumes are summarized in the following figure. Overall, the volumes appear to be balanced in both directions along each of the five screenlines.

Exhibit 6
Existing Average Daily Traffic Volumes along Screenlines



[3] Annual Traffic Report 2004, Washington Department of Transportation.

Traffic Levels of Service

The 2006 University District/Downtown Spokane Transportation Improvement Plan included an evaluation of level of service, delay and volume to capacity ratios are used as measures of effectiveness for determining intersection operations. The standards indicate LOS F, not to exceed 150 seconds of intersection delay at most of the signalized arterial intersections within the study area. The study intersections not included in this category are within areas west of Monroe Street and north of the Spokane River and east of Division Street and north of Sprague Avenue. For these intersections, the standard is LOS E. The standard for unsignalized intersections is LOS E. A model of the study area was created using Synchro software. The intersection turn movement counts conducted during the evening and morning peak periods were used to determine the existing intersection's capacity based on the *2000 Highway Capacity Manual* methodology for signalized and unsignalized intersections.[4]

The AM peak hour generally operates at a LOS C or better for all of the study intersections, with the majority operating at LOS A or LOS B. The minimum standard for level-of-service is LOS E, with the corresponding average delay of 80 seconds. Two intersections indicated operational/ capacity issues based on the level of service, delay and volume-to-capacity ratios including: Trent Avenue/Hamilton Street and Mission Avenue/Hamilton Street. The unsignalized intersections within the study area operate well above the LOS standards.

The PM peak hour experienced higher volumes at most of the intersections within the study area and generally has lower traffic operations. Most of the intersections continue to operate at LOS C or better, with a few more operating in the LOS D range. The following intersections operate below the level of service and/or V/C threshold of acceptable operations:

- Browne Street/3rd Avenue
- Division Street/3rd Avenue
- Trent Avenue/Hamilton Street
- Mission Avenue/Hamilton Street

The unsignalized intersection at Monroe Street and 7th Avenue degrades to LOS F for the minor street approach during the PM peak hour. This intersection is stop controlled in the north-south direction. The intersection of Riverpoint Avenue (east) and Spokane Falls Boulevard also operates at LOS F for the minor street approach, due to the southbound left turn volumes. This intersection is stop controlled in the southbound direction.

[4] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

Travel Time Surveys

Travel times were evaluated in the 2006 University District/Downtown Spokane Transportation Improvement Plan to help determine a corridor's traffic operations by estimating the average speed over segments and associating a level of service with these segments. Travel time runs also help determine areas that have excessive delay along a corridor. Travel time runs were performed along select corridors within the study area during the PM peak hour to evaluate the highest volumes of the day. The average speed along these corridors includes the delays that occur at traffic signals. The following table summarizes the results of the travel time runs conducted on the select corridors. Generally, the directional travel times were balanced. Field observations indicated a long delay southbound on Division Street at North River Drive, which contributed to the unbalanced northbound/southbound travel times along this corridor.

Exhibit 7: Travel Times

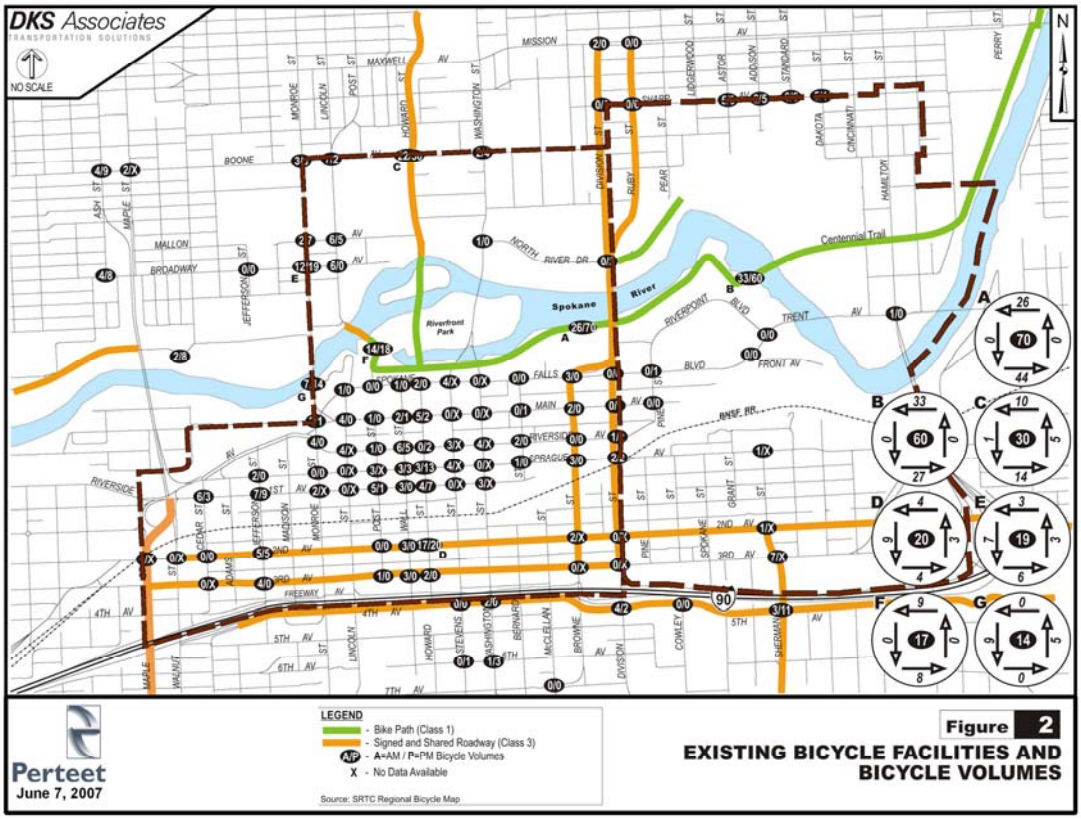
Segment	Start Time	Northbound Average Total Travel Time	Southbound Average Total Travel Time	Average Speed (mph)
Division Street/Browne Street	4:50 PM	0:04:41	0:06:14	19
2nd Ave/ 3rd Ave	5:20 PM	0:05:36	0:04:58	16
Maple St./ Ash St.	5:35 PM	0:02:36	0:02:50	28

Bicycle Traffic

Bicycle facilities within the study area include designated bicycle lanes, bicycle routes and off-street bicycle paths and trails. Most streets within the study area do not have bicycle facilities and operate as a shared facility with motor vehicles. Streets with low vehicle volumes and slow speeds do not need delineated bike lanes, as right-of-way under these conditions can be shared between motor vehicles and bicycles. The majority of the bicycle routes are shared facilities that do not provide adequate connectivity or circulation in the downtown or university district.

During the 2006 University District/Downtown Spokane Transportation Improvement Plan, bicycle counts were conducted during the morning (7:00 to 9:00 AM) and evening peak period (4:00 to 6:00 PM) at the study intersections in November and March in coordination with the turn movement volumes. Additional bicycle counts were conducted along the Centennial Trail in May 2006 and along pedestrian and motor-vehicle bridges crossing the Spokane River to represent the different seasonal variations that may affect bicycle volumes. The following figure summarizes the AM and PM peak hour bicycle movements. The top 7 locations with the highest bicycle volumes (shown highest "A" to lowest "G") for each peak period are also shown on this figure.

Exhibit 8
Bicycle Facilities and Volumes



The highest volumes of bicycle activity are generally concentrated near the Centennial Trail. Seventy PM peak hour bicycles used the Centennial trail between Bernard Street and Brown Street. There were 60 bicycle movements crossing the pedestrian/bicycle bridge north of Trent Avenue near Gonzaga University during the PM peak hour. Bicycle volumes were also generally high on Howard Street between Mallon Avenue and Mission Avenue, and a few isolated downtown intersections including Sprague Avenue and 2nd Avenue. Bicycle volumes were generally low in the area south of Interstate 90.

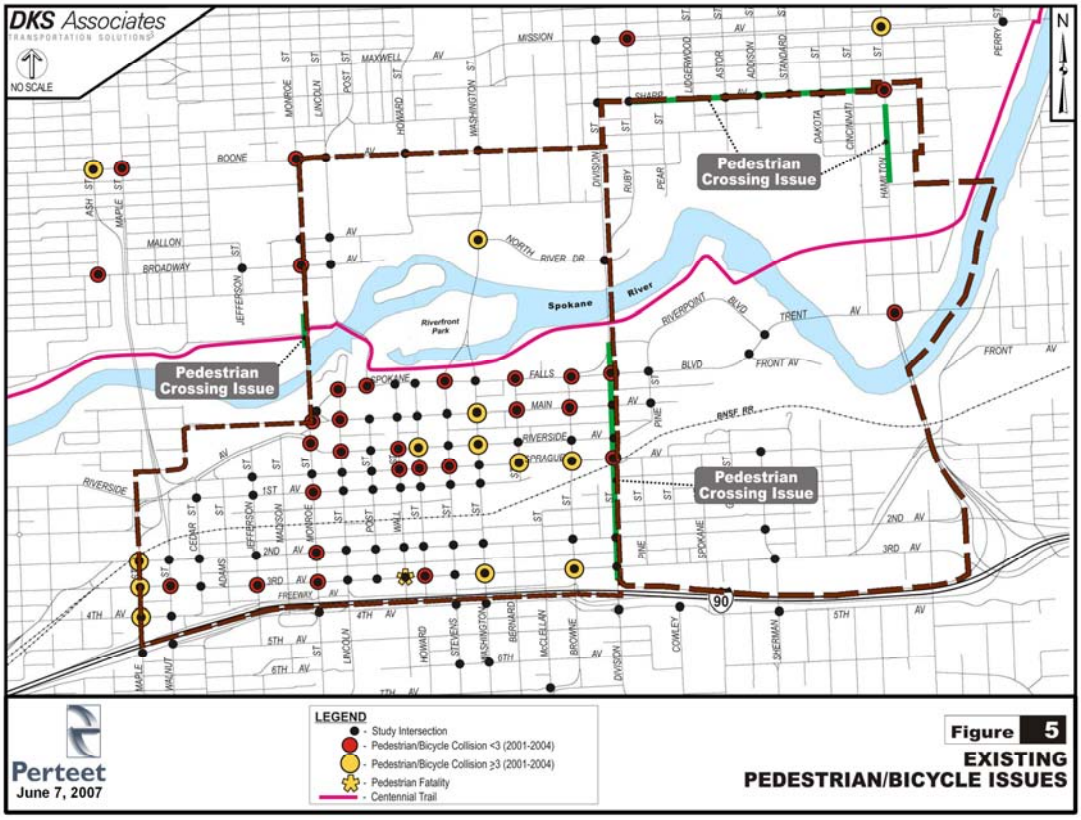
Pedestrian Transportation Network

The pedestrian network consists of sidewalks, pedestrian bridges, and off-street paths. Overall, there is a significant amount of sidewalk coverage throughout the city of Spokane. The existing sidewalk inventory conducted during the 2006 University District/Downtown Spokane Transportation Improvement Plan showed most portions of arterial and collector roadways have sidewalk connections on one or both sides of the street. Sidewalks within the downtown core area are generally well connected to adjacent shopping centers, employment centers and transit facilities. There are locations however, where sidewalk coverage could be more complete and provide

greater connectivity throughout the city. The area south of Interstate 90 is characterized by less sidewalk coverage and generally smaller pedestrian volumes. Connectivity is typically measured on collector and arterial streets; therefore it is important to have sidewalk coverage along these streets. The Centennial trail is a regional trail that is an integral element of the pedestrian and bicycle system. The multi-use trail generally runs along the Spokane River, north of the central downtown district and connects the University District. In addition to the Centennial trail, numerous other off-street paths within the University District provide access throughout the campuses of Gonzaga University and WSU and connections to nearby residential neighborhoods.

The following figures summarize the intersections with three or more pedestrian collisions over a four year period. These thirteen intersections accounted for nearly 40% of the total pedestrian collisions. The collision patterns at the following intersections were analyzed further; there was no strong crash pattern present at any of these intersections that could be determined from the accident data provided. Generally, it appears that crashes occurred where sidewalks are currently present. There were 45 collisions involving pedestrians and bicyclists. Of these collisions, nearly half occurred during mid-day. Twenty percent of the collisions occurred during the PM peak hour, between 4:00 and 6:00 PM. Approximately 6% of the collisions occurred during the late evening hours, specifically at Bernard Street / Sprague Avenue and Washington Street / 2nd Avenue.

Exhibit 9
Pedestrian and Bicycle Collision Locations

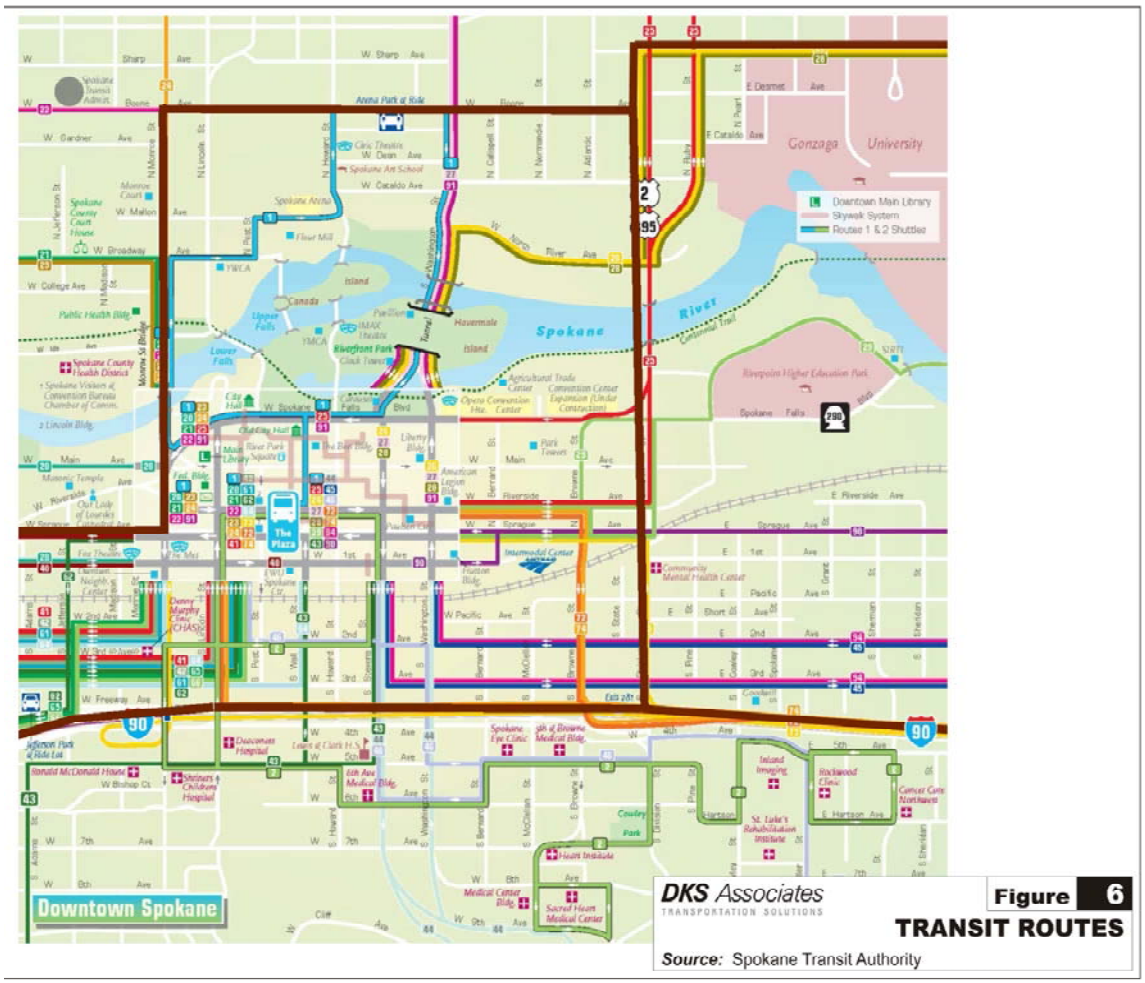


Transit Service

Transit service in the Spokane area is provided by the Spokane Transit Authority (STA). The Spokane Transit Authority serves the City of Spokane with forty routes; twenty five traverse the study area. Additional service is offered during the peak hour to supplement some of the existing routes. Generally, there is adequate route coverage serving the downtown area as well as the direct routes to Gonzaga University, WSU campus and the hospital. One park-and-ride lot is within the study area, between Howard Street and Washington Street, north of the Spokane River, with shuttle routes to the transit center. The Plaza Transit Center is located downtown north of 1st Avenue between Wall Street and Post Street. The transit center generates high volumes of pedestrian and bicycle activity. Transit stops along most transit lines within the study area generally are spaced between 0.10 and 0.25 miles of each other. Many of the routes through downtown have more dense transit stops. The transit routes and transit center are shown in the following figure. Most of the routes serving the downtown City Center operate at level of service C or higher, with peak hour headways between 15-30 minutes. The weekend/holiday schedules offer reduced service times and longer headways for all routes. In addition to the regular routes, STA also provides paratransit service to individuals whose disability prevents

them from using the regular fixed route buses. Paratransit service boundaries are ¾ mile around each regular fixed route.[5]

Exhibit 10
Transit Routes



[5] 2006 University District/Downtown Spokane Transportation Improvement Plan

Parking

An inventory of the existing on and off-street parking facilities was obtained from a recent parking demand study completed in April 2005. The parking inventory focused on the downtown core area where there is the highest demand for parking. In addition to downtown employment, many other parking generators including the convention center and shopping centers contribute to the demand for parking. The inventory only reflects public parking locations. In general, there are approximately 9,800 parking spaces available throughout the study area and more than 60 percent of the spots are filled during peak hours, except for the downtown core area, where there was a deficit of 23 stalls between 5:30 PM and 6:30 PM. This is likely due to a rise in on-street parking demand due to parking meters no longer requiring payment after 6:00 PM. After the completion of the Parking Demand Study summarized here, all one hour meters and many of the thirty minute meters have been replaced with ninety minute meters.

d. Local and regional economic development plans

The Plan for Downtown Spokane lists specific economic strategies for the GTEC area, including:

Downtown Economic Development Plan

Devise a comprehensive Downtown Economic Development Plan with a set of integrated programs to attract new economic activity and retain existing businesses Downtown. Designate an "economic development champion" and utilize existing programs and partnerships to implement the Plan.

Periodically conduct market studies to stay abreast of emerging opportunities for Downtown Spokane.

Business Development

- *Business Retention and Recruitment*- Develop a technical assistance program for business retention and development. The program will target a broad range of business types and sizes, from large, established companies to small, start-up operations in all business sectors including retail, office, high-tech, arts, entertainment, etc.
- *Marketing*- Develop a cooperative marketing and Downtown promotion campaign with the Chamber of Commerce, City, Economic Development Council (EDC), the Convention and Visitors Bureau (CVB), and the Downtown Spokane Partnership (DSP) and Business Improvement District (BID). Create the Downtown Spokane Ventures Association (DSVA) at the DSP to focus on retail retention, expansion and attraction initiative and the development of the Terabyte Triangle.
- *Terabyte Triangle* - Promote a high-tech business cluster in the Terabyte Triangle (the area roughly bound by Riverpoint Higher Education Park to the east, Browne's Addition to the west, and the Arena district to the north) through a structured and sustained marketing program. The Terabyte Triangle will be a specialized zone where businesses have access to high-speed, cost-effective Internet connections. Complete the installation of required infrastructure and encourage property owners to connect their buildings to the high-tech network.

Partnerships

Utilize existing partnerships, such as BID, to coordinate Downtown projects and programs such as special events, advertising, and parking programs.

New Resources

Tax Increment Financing

Advocate for changes to the state constitutional provisions to create tax increment financing (TIF) or similar municipal financing mechanisms. This tool

is an economic redevelopment incentive available to nearly all states. However, Washington State has not yet authorized its use. TIF and similar programs have encouraged redevelopment in depressed areas by allowing many public and private costs to be paid for by the incremental real estate taxes generated by redevelopment.

- *City Economic Development Function*- Create an economic development function in the City to coordinate economic development programs such as land assembly, business incubators, marketing and financial assistance. The City economic development staff would work with other Downtown and development organizations such as DSP, the Chamber of Commerce, and EDC to recruit new businesses to the City of Spokane as a whole. Provide targeted neighborhood economic development funding for wealth-generating activity consistent with Neighborhood Plans.
- *City Redevelopment Powers*- Support changes in State laws that allow for the development of City Redevelopment powers, such as eminent domain, which can be used to acquire abandoned and/or vacant structures in the Downtown. These properties can then be sold at low cost as an incentive to investors.

Convention Center Expansion

Support and promote the expansion of the Spokane Convention Center on the block south of the current facility, which is bounded by Spokane Falls Boulevard, Main Avenue, Washington Street, and Bernard Street. SEACAB and the DSP Board have endorsed this site.

Downtown Public Market

Create an open-air public market on a Downtown site that would support residential uses and attract visitors from across the City and County. The market could be seasonal, weekly, and/or daily, depending on the demand.

E. Projected Future Conditions and Characteristics

a. Population and employment growth

The existing downtown employment population is approximately 22,700 people and this population is expected to grow to 24,800 by 2013. The current estimated number of residents in the GTEC is 2,700 and this population is estimated to grow to 2,900 people by 2013.[6]

[6] Used total employment population for 2005 from City of Spokane (L. Mueller, 8/16/07 email), and total population from 1999 Downtown Plan, and growth rate of 1.51 percent per year per the City of Spokane Initial Urban Growth Boundary Proposal and Residential Land Capacity Summary September 2006.

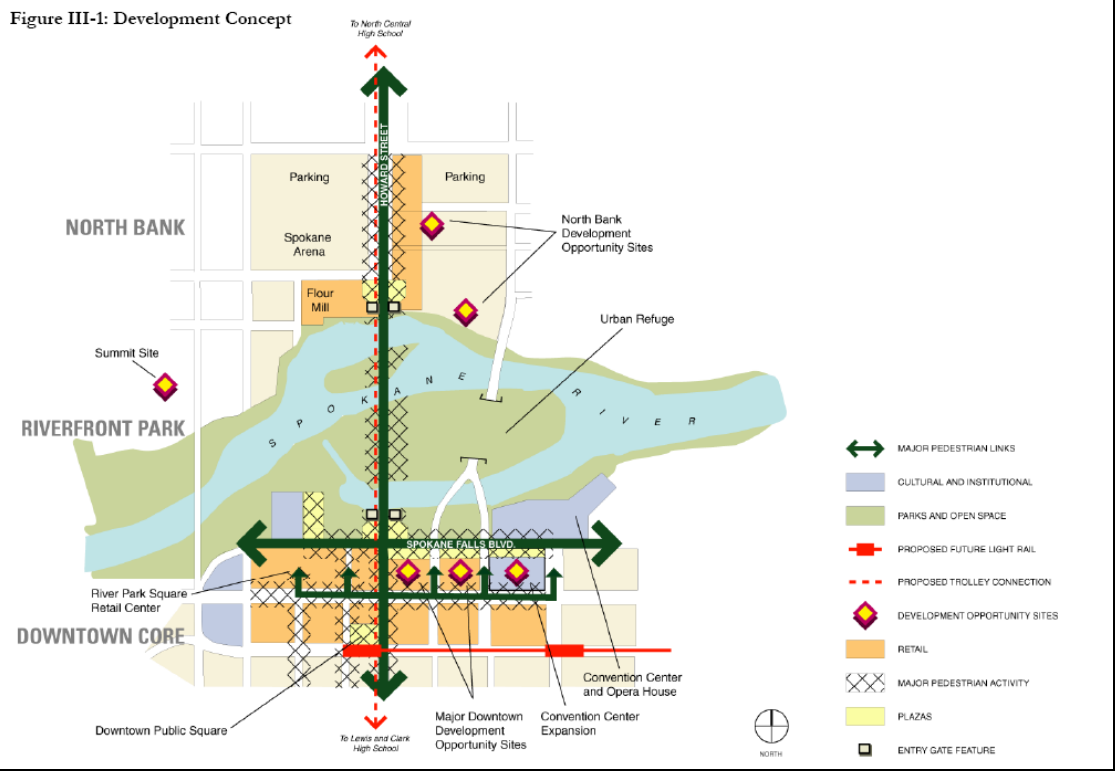
The primary types of businesses within the GTEC area include professional and scientific related businesses, augmented by employment at federal, county and city agencies. The second highest category was finance and insurance, then retail trade and accommodation and food services.

b. Projected changes in land uses, traffic, mode share changes, and parking

Land Use

In 1999, the City of Spokane prepared a Downtown Plan that promotes mixed use development while designating particular areas for retail, residential or office concentration. These areas of concentration create the critical mass necessary to develop viable retail, office and neighborhood centers. Specifically, residential and/or office uses are encouraged over and adjacent to street level retail space. Creating a mix of residential, office, and commercial uses will foster a pedestrian-friendly, transit accessible urban environment and turn Downtown into an active place, day and night. This plan also has policies that promote the development of a light rail line and expansion of the existing trolley system downtown.
The proposed downtown land use is shown in the following figure.

Exhibit 11
Future Land Use for Downtown Spokane
Source: City of Spokane Downtown Plan, 1999



Transportation

Both the location and design of arterials are important to minimize negative impacts on adjacent areas. For example, new arterials that divide neighborhoods should be avoided. Existing arterials that pass through neighborhoods should be designed to allow people to cross the arterial safely. Arterials that pass through commercial areas should be designed to provide safe and convenient access to those areas for pedestrians and bicyclists, as well as drivers. Streets in commercial areas need to be commercially friendly. The following figure shows the proposed roadway improvements for the downtown area.

Exhibit 12
Proposed Roadway Improvements for Downtown Spokane

Source: University District Master Plan, 2004

Transit

Plans for transit improvement were derived from the City of Spokane's Comprehensive Plan and the Spokane Transit Authority's Transit Development Plan for 2007-2013. In May 2006, STA adopted the Transit Development Plan for 2007-2013. The plan prioritizes future investments and service improvements. STA will provide a number of services to CTR-affected work sites which will help them achieve their 2011 goals.

Spokane Transit is working to meet the community's goal of developing a transit system that is regional in scope but neighborhood-oriented in design; one that is convenient and innovative; and one that is customer-friendly, economy-sensitive, technologically, and collaboratively planned by the public. These concepts translate into cross-town connectivity, shorter travel times, greater geographical coverage; broader hours of service, site specific delivery, and linkage to destinations in a variety of ways (express service, neighborhood circulators, and regular routes). Community transit centers will be situated at key locations to serve as major transfer points that branch out to neighborhood shuttle routes, cross-town expresses, and a variety of other fixed and flexible routes. High capacity transit, such as light rail or bus rapid transit, remains a part of the long-term planning.

On October 16, 2005, a major service change was implemented that improved and realigned several existing routes. The service change also included the creation of new routes to provide better connectivity between major community transit centers. The service improvement was the first step in responding to the community's needs and priorities. Creation of an east-west route that connects the 5 Mile Park and Ride with Spokane Community College and the Valley Mall, and creation of a limited stop route (Route 74) that connects downtown Spokane with Mirabeau Park and Ride and Liberty Lake Park and Ride are examples of this response. To date, many of these service adjustments have resulted in immediate success.

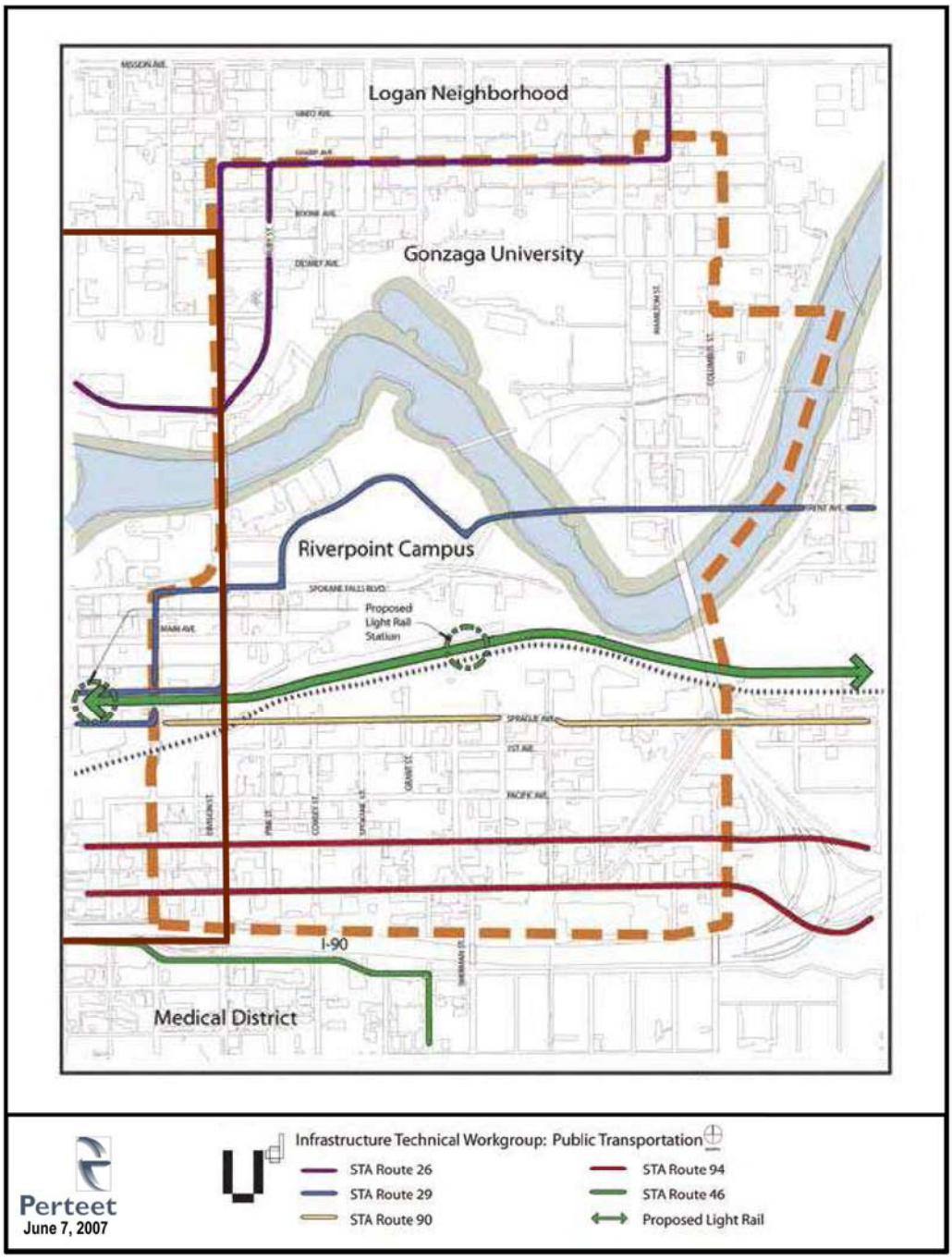
Now that some of these concepts have been implemented, Spokane Transit will work directly with neighborhood groups, comprehensive land use planners, employers, and community advocacy groups to continually deliver service that is tailored to their varying needs. Pass programs, such as the Eastern Washington University Eagle Pass program and the County Bus Pass program, will be implemented at other institutions to generate ridership and mitigate parking problems. Partnerships that work to engender community trust and customized service are a critical component of both short-term and long-term planning.

The City of Spokane is backing the proposed light rail line would extend from Coeur d'Alene to the Spokane Airport, serving Downtown along Riverside Avenue. There are three proposed stops in downtown Spokane, Riverfront Campus, Riverside at Bernard Street (Intermodal Center) and Riverside at Wall Street (STA Plaza).

Exhibit 13
Proposed Light Rail Route

The City is also interested in expanding trolley service for the North-South line would connect the Medical District south of the Interstate through the Downtown Core to the North Bank, from Lewis and Clark High School to North Central High School. In addition, the plan calls for an evaluation of converting from a bus system to an electric trolley along Howard Street through Riverfront Park, providing both a functional transportation connection and an exciting attraction to Downtown and Riverfront Park with minimal pollution impacts. The electric trolley may be a fixed rail line or electric bus rapid transit line with fixed guideways. The City also supports the implementation of a new east-west trolley system connecting Browne's Addition, the Summit, and county government center through the Downtown Core to the Riverpoint Campus and STA "superstop." The system may include two east-west routes: (1) North Bank route connecting the Summit and county government center to Riverpoint Higher Education Park and Gonzaga University along the North Bank of the Spokane River; and (2) Downtown Core route connecting Browne's Addition to Riverpoint via the Downtown Core. Service times should expand into the evening hours to provide residential access to Downtown core shopping and entertainment facilities.

Exhibit 14
Proposed Transit Improvements for Downtown Spokane



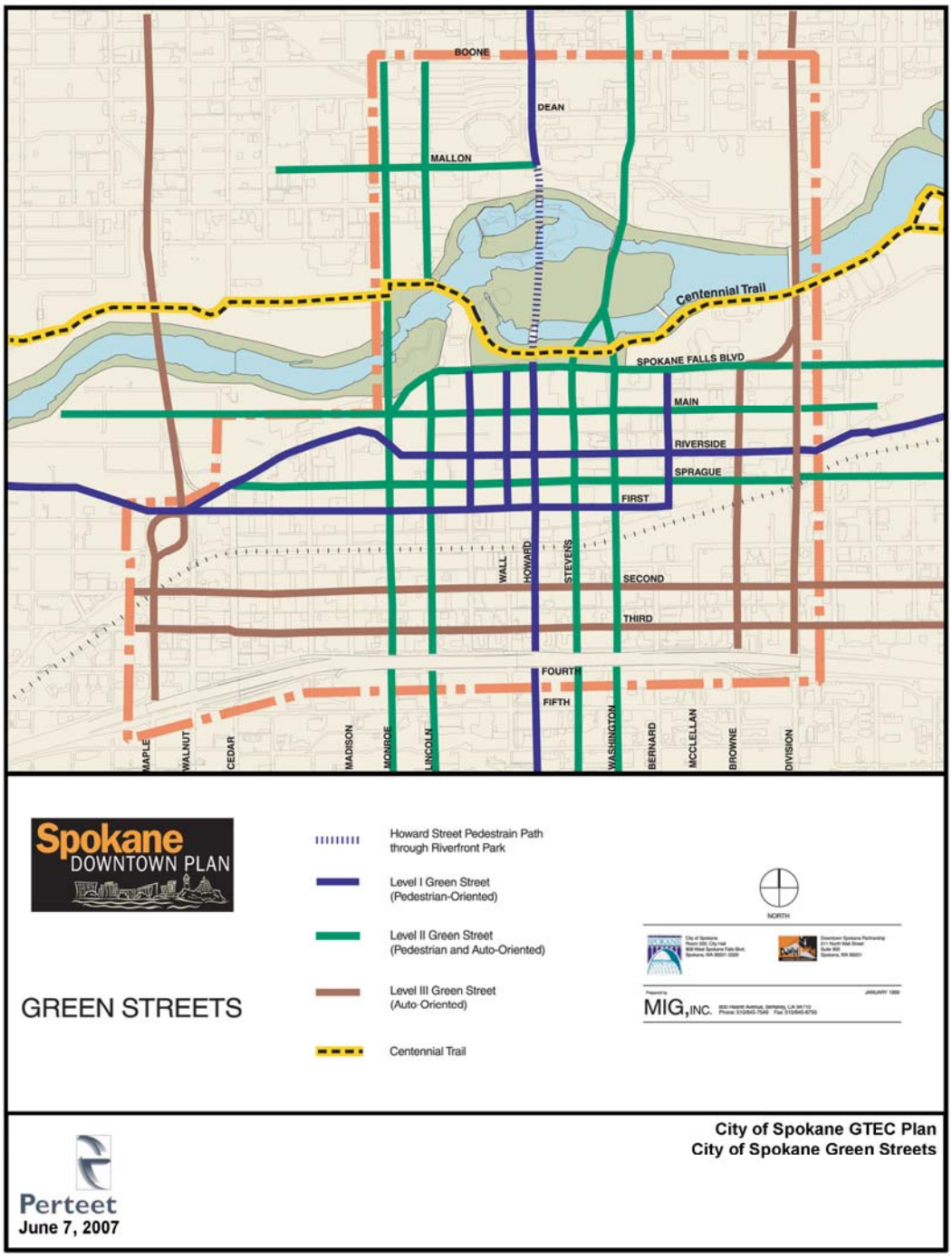
Source: University District Master Plan, 2004

Non-Motorized Transportation

The City of Spokane is promoting a “green streets” concept that builds on Spokane’s 1913 master park plan, which called for large regional parks and local neighborhood parks connected by a system of beautiful parkways and boulevards. These streets will have additional tree plantings and landscaping designed for both walking and driving. Our Downtown plan creates a network of three types of green streets centered on Howard Street and Spokane Falls Boulevard.

- Mainly pedestrian-oriented streets with high levels of retail activity.
- Streets for pedestrians, bicycles and autos, linking Downtown to adjacent residential neighborhoods and employment centers.
- Mainly auto-oriented streets and boulevards.

Exhibit 14
Location of Proposed Green Streets



Within the city, there are plans to improve connections from the skywalks to the street level and parking ramps, as well as new signage and public maps, will enhance the overall system for both shoppers and employees. Spokane Falls Boulevard will become the main East/West pedestrian connection between the Convention Center/Opera House and the core retail area, enhanced with pedestrian amenities and new retail development. Howard Street will be the "string" that links the "pearls" of Downtown, including the North Bank, the Arena, Riverfront Park, the Downtown retail core, a new public square, and the South Side. It will be a pedestrian corridor, with new amenities such as landscaping, wide sidewalks, street furniture, public art, outdoor restaurants, and improved sidewalk/building interfaces. An electric trolley line will carry passengers along Howard Street, all the way from North Central High, through Riverfront Park and down to the Medical Center, providing both an exciting attraction and transportation through Downtown.

The City plans to develop a system of non-motorized vehicle routes, or bicycle routes, through Downtown along pedestrian oriented "Green Streets" connecting to existing bicycle routes in the city and the Centennial Trail, along the Spokane River. The Downtown bicycle system will be consistent with the recommended Key Bicycle Corridors of the Spokane Regional Pedestrian/Bikeway Plan.

Other Pedestrian Amenities and Improvements

The City plans to develop a new public square on Riverside Avenue between Howard and Post Street will be a "ceremonial" place for the City, designed for public events and informal gatherings. Its location across from the STA Plaza, terminus of the planned light rail route, makes it a natural urban gathering place. Planned improvements to Riverfront Park will include opening new vistas to appreciate the beauty of Spokane River and Falls and a new activity center with buildings oriented toward the Howard Street corridor.

Parking

The current parking ordinance is located in Title 17C.230.110, which allows joint use parking, allows substitution of bicycle parking for some required parking on site to encourage the use of biking. The policy also encourages the use of priority carpool parking, close to the building entrance to encourage carpooling. In Section 17C.230.120, the parking policy allows lower than standard parking maximums to promote alternative modes of transportation and conserve land. In Section 17C.230.130, the parking code eliminates the parking requirement for new buildings or additions with a floor area of less than 3,000 square feet. In addition, if companies share parking, they can reduce their total required spaces by 20 percent. If the owners of the property implement parking management requirements such as paid parking, the city can lower the parking maximum requirements and potentially eliminate parking requirements. Section 17C.230.200 is a bicycle parking policy that requires bicycle parking for most commercial developments, high density residential developments, and open space areas. The policy requires that the number of bicycles parking spaces must equal

five percent of the number required off-street auto parking spaces and that covered bicycle parking be required when covered automobile parking is provided.

In addition, the following parking strategies have been identified by the city in the transportation element of the Comprehensive Plan:

- Parking management that reduces the amount of easy and cheap parking for employees provided this does not lead to an unacceptable reduction in available parking for residents in adjacent areas.
- Provide preferential parking for carpools and vanpools.
- Parking standards should aim to meet the need for parking, not to provide large amounts or an abundant supply of parking. Reducing parking requirements has other benefits, including decreasing the amount of space businesses must devote to parking, reducing parking lot size (and thus making them pedestrian friendly), and freeing-up space to more easily enable sensitive parking lot design, and that removing/re-striping of on-street parking may encourage/enable safer cycling. This strategy should be implemented to ensure that commercial parking is not displaced onto adjacent residential areas. Possible ways to revise parking standards include reducing parking requirements, prescribing maximum as well as minimum parking requirements, increasing carpool preference parking spaces, and allowing on-street parking for mixed-use development that is oriented to transit users and pedestrians.
- Parking lots should be user-friendly to pedestrians, bicyclists, and transit users, as well as drivers*. Parking lots should have c*learly marked pedestrian pathways through parking lots create a safer environment for pedestrians than having to walk behind parked automobiles. Parking lots should include features such as bicycle racks, bicycle shelters, bus shelters, and benches. The siting of parking lots, whether they are in front of buildings or to the rear or underground, affects both mobility and impacts on surrounding areas.
- *Preserve neighborhood on-street parking for neighborhood residents.* On-street parking also acts as an effective traffic calming measure, while re-stripping of on-street parking may help to encourage and enable safer bicycling. On-street parking is not intended, however, to be for long-term storage of vehicles; street sweeping and snow plowing require vehicles to be moved. Methods to control on-street parking include establishing neighborhood-parking districts near large traffic generators, such as shopping centers, universities, and hospitals, where parking permits are needed.

c. Forecasts of traffic, delay, mode share, and parking needs

- Traffic Volumes – (Note: STC will provide this information when it becomes available)

- Traffic/Intersection LOS – (Note: STC will provide this information when it becomes available)

- Mode Share - The following table shows how people are commuting to work now and the projected changes in their mode of travel by 2013 assuming successful implementation of this plan. Essentially, carpools, compressed work week, and bus are expected to have the largest increases in mode share.[7]

Exhibit 15
Comparison of Mode Splits from 2005 to 2013

Mode	2005	Estimated Number of Commuters by Mode - 2005	2013 Projection	Estimated Number of Commuters by Mode - 2013
Drive Alone	73.2%	16,830	65.9%	16,363
Carpool	11.6%	2,534	15.0%	2,915
Vanpool	0.33%	73	0.47%	143
Bike	1.01%	220	1.11%	223
Walk	1.58%	347	1.63%	352
Compressed Work Week	6.09%	1,332	8.22%	1,442
Bus	4.59%	1,004	5.51%	1,059
Telework	1.00%	219	1.50%	222
Rail	0.02%	5	0.03%	5
Other	0.59%	130	0.61%	131
Total Using Alternative Mode		5,864		6,419

- Parking - There is sufficient parking in most of the GTEC except the downtown core. Additional metered parking was recommended in the 2006 Traffic Study; however, the City of Spokane should consider alternatives to the addition of parking, such as implementation of other TDM recommendations.

[7] Used total employment population for 2005 from City of Spokane (L. Mueller, 8/16/07 email), and total population from 1999 Downtown Plan, and growth rate of 1.51 percent per year per the City of Spokane Initial Urban Growth Boundary Proposal and Residential Land Capacity Summary September 2006.

d. Identification of City plans, policies and capital programs

The city is working on a number of capital projects to make improvements to transit facilities, bike and pedestrian facilities, and roadway improvements that will improve transit service and the level of service of traffic in certain areas. Some of the projects that will directly affect CTR programs are listed in the following table, but there are also many roadway improvement projects that will improve the level of service for traffic in these communities.

Project Name	Project Type				
	Road	Pedestrian	Bike Lanes	Trail	Transit
Riverside Drive – New Corridor	✔	✔	✔		✔
Intelligent Transportation Systems for Downtown	✔				✔
Spokane Falls Boulevard	✔	✔	✔		✔
Bike Route Signing and Striping*			✔		
Hazels Creek Pedestrian and Bike Enhancements		✔	✔		
Ben Burr Trail*				✔	
I-90/Cedar Street Path*				✔	
Centennial Trail and Monroe Street Bridge*				✔	
Hatch Road / 57th Ave*			✔		
SE Blvd/ Perry*			✔		
University District Bike/Pedestrian Bridge*				✔	
Post Street Pedestrian Bridge*				✔	
37th / Grand Street Bridge*	✔	✔	✔		
Barnes Route – New Arterial	✔	✔			
NW Spokane Transportation Study	✔	✔	✔		✔
U District Transportation Study	✔	✔	✔		✔
Various sidewalk – neighborhood improvement programs		✔			
Hillyard Downtown Revitalization		✔			
West Broadway Streetscape		✔			✔
Nevada Street Streetscape	✔	✔			✔

**These projects are included as Downtown Spokane projects that will specifically benefit the GTEC by encouraging alternative modes of transportation and are included in the financial strategy.*

In addition, STA has plans to improve its passenger amenities including:

- Shelters
- Bicycle lockers
- Park and ride lots
- Transfer/transit centers
- Bus benches

The following park and ride lots and pool lots are under consideration by STA:

Location	Type of Lot	Agencies Involved
Palouse Highway/57th Avenue	Cooperative Park & Ride	STA, private developer, City of Spokane
Indian Trail	Park & Ride/Park & Pool	STA, private developer, City of Spokane
Seven Mile	Park & Ride/Park & Pool	STA, private developer, City of Spokane
Albi Stadium	Park & Ride/Park & Pool	STA, private developer, City of Spokane

F. Gap Analysis

WAC 468-63-060 (2)(b)(iv) requires the GTEC plan to include a gap analysis that evaluates the degree to which existing and future services, policies, and programs will be sufficient to maintain or improve transportation access and increase the proportion of non-drive-alone travel as the area grows. The rule states that the jurisdiction's evaluation of its own policies, programs, and regulations shall include an evaluation of land use and transportation regulations, to determine the extent that they can reduce the need for drive-alone travel and attract and maintain a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership.

To complete the gap analysis, the City reviewed the 1999 Downtown Plan, the 2004 University District Master Plan, and the 2006 University District Traffic Study for future implementation. The City reviewed the following issues as part of the gap analysis: 1) Parking Policies; 2) Street Design Standards; 3) Development Requirements; 4) Concurrency Policies; 5) Level of Service Standards; 6) Assessment of Impact Fees and Zoning.

Parking Policies

The City of Spokane's parking code is quite strong as related to TDM strategies. The code, Chapter 17C.230 Parking and Loading, specifies that bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. It also encourages joint-use parking and the provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. In addition, in code Section 17C.230.120 Maximum Allowed Parking Spaces, the city allows limiting the number of parking spaces allowed to promote efficient use of land, to enhance urban form, to encourage use of alternative modes of transportation, to provide for better pedestrian movement, and to ultimately protect air and water quality. No further modification of these parking codes is recommended.

Street Design Standards

The City has strong street design standards, as outlined in code Chapter 17H.010. The code requires streets, alleys and bikeways to be designed to provide efficient and economical travel ways, including pedestrian and bicycle travel, and create a safe and pleasant environment for the citizens of Spokane. The code describe an effective design as one that considers the location of facilities in relation to land use, pedestrian and bicycle safety, adequate right-of-way width, traffic

standards and safety, landscaping, drainage facilities, ease of maintenance, and the ability to provide effective and efficient public services.

Development Requirements

The City of Spokane has land use standards specific to city centers in code Chapter 17C.122, Center and Corridor Zones, which highlight the importance of centers and corridors to bring employment, shopping, and residential activities into shared locations. These locations will promote a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking. In addition, the City has published a specific set of design guidelines for city centers in the "Initial Design Standards and Guidelines for Centers and Corridors". The development regulations strongly encourage many TDM related strategies such as:

- Plazas or courtyards
- Public Art
  Through-block pedestrian connections
- Structured parking or underground parking
- Streetscape Features - Seating, trees, pedestrian-scaled lighting and special paving
- Canopy Over the Public Sidewalk
- Alley Enhancements - Decorative paving, pedestrian-scaled lighting, special paving and rear entrances intended to encourage pedestrian use of the alley.
- Preferred Materials on Building - Use of brick and stone on the building facades that face streets.
- Building to the Street - Buildings complying with the "Buildings Along the Street" design guidelines

Level of Service Standards/ Concurrency Policies

The 2000 City of Spokane Levels of Service Standards/ Concurrency Management System Preliminary Program established different standards for different areas of the City to be effective in helping manage and direct growth. The LOS standard allows more congestion when significant levels of alternative travel modes, such as transit are available. To help promote transit supportive land uses, the proposed Planning LOS/CMS program allows more congestion in corridors that are served by significant levels of transit service. The LOS/CMS program also supports regional air quality standards. The city's comprehensive plan goals and policies also support these standards, for example:

> TR 2.21 Transit Level of Service (LOS)
> *Establish and measure transit levels of service to meet concurrency requirements and assure that transit can compete with other transportation modes within 20 years as outlined in the Regional Transportation Plan.*
> TR 4.23 Transportation LOS
> *Set and maintain transportation level of service standards that support desired focused growth patterns and choices of transportation modes.*

TR 4.24 Transportation LOS Coordination and Consistency
Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation so that they are consistent.

No further modification of these policies is recommended.

Assessment and Impact Fees and Zoning

The comprehensive plan discusses the possibility of using a Transportation Impact Fee to use toward the Capital Improvement Plan projects, but has not enacted this as ordinance yet. The proposed program would establish the impact areas, the capital program related to growth in each area, and the fee and manner of collection for each transportation impact area. Each new building project in each impact area will be charged a fee for the share of the capital program attributed to the new building. Instituting a Transportation Impact Fee is recommended.

Similarly, the City does have a development impact fee as described in City code Chapter 17D.080 Voluntary Impact Fees. These fees were created based on the demand for and use of City streets, parks, open paces, recreational facilities and fire protection facilities by bringing additional residents, visitors, businesses, employees and customers into the City. The City uses the income from the development impact fees to improve public facilities for the benefit of the public health, safety and welfare.

A. Proposed Goals and Targets for GTEC

The Downtown Spokane GTEC program builds upon the City's successful CTR program by expanding the program to unaffected work sites and residential groups. The goal of the GTEC program is to reduce drive alone trips by 10% and vehicle miles traveled by 13%.

Downtown Spokane's employment population is a mix of office, retail, government and retail. Currently, the total employment population in Downtown Spokane is approximately 24,500. Downtown Spokane currently has 49 CTR-affected work sites. Under the City's CTR plan, the City of Spokane has set a goal of reducing drive alone trips by 10% and VMT by 13%.

To meet the requirements of establishing a GTEC, the City of Spokane proposes to decrease the number of absolute drive alone trips by expanding CTR activities to non-affected employers and residential groups. The goal of the overall GTEC program will be reduce drive alone trips by 10% for both affected and non-affected employers and reduce drive alone travel among selected residential groups by 10%.

Target Population	2005 Base Drive Alone Rate	Goal	Target Drive Alone Rate	Base VMT	Goal	Target VMT Rate
Employees at CTR-affected work sites	72.7%	Reduce by 10%	66.4%	7.9[8]	Reduce by 13%	6.9
	There are currently 22,700 employees in Downtown Spokane. Based on the average drive alone rate of 72.7%, 16,500 commuters currently use non-drive alone modes. Based on a six-year target of 66.4% for non-drive alone modes, the City plans to increase the number of commuters using non-drive alone modes at CTR-affected sites by 10% (for an estimated of 1,400 commuters).					
Employees at unaffected work sites	There are approximately 20,100 employees who work at unaffected work sites. The goal of the GTEC program is to convert 10% of this population into using non-drive alone travel modes. Based on a base drive alone rate of 100%, the goal of the GTEC program is to convert approximately 1,200 unaffected commuters into non-drive alone modes.					
Residential developments	The City of Spokane will work with selected residential groups to encourage residents to use alternative travel modes. Selected residents in multi-family developments will be targeted based on their access to transit, pedestrian and bicycle facilities.					
Entire GTEC area	For the entire GTEC area, the City has set a target of 1,000 additional commuters who use non-drive alone travel options. This figure included both CTR-affected and unaffected work sites.					
Entire City	100.0%	Reduce by 10%	90%	TBD	Reduce by 13%	TBD

[8] Base VMT rate was calculated by WSDOT

B. Proposed Performance Measures

The City is required to measure the progress towards achieving the goals. Every year, the City will prepare an annual report and every two years, the City will conduct surveys of employees and residents to determine their travel behavior. The City plans to use the WSDOT CTR survey as the survey instrument. Listed below are the proposed measures and the scheduled dates for measuring progress.

Performance Measure	Agency Responsible	Scheduled Date
Percentage of commuters using non-drive alone modes	City of Spokane	Every two years beginning fall 2008
Number of unaffected employers participating in transit and ridesharing programs	City of Spokane	Every two years beginning fall 2008
Number of residential buildings participating in transit and ridesharing programs.	City of Spokane	Every two years after the first residential building is built in Downtown Spokane.
Transit ridership on Spokane transit routes	Spokane Transit Authority	Every two years beginning fall 2008
Vanpool ridership for vans traveling to Spokane	Spokane Transit Authority	Every two years beginning fall 2008

The City of Spokane proposes to implement the following elements as part of its GTEC program. Implementation of the elements will be done in partnership with employers and property owners, transit agencies and business groups. Listed below are the following planned local services and strategies for achieving the established goals and targets

A. Proposed Target Population

- Employees working in CTR-affected work sites
- Employees who work for unaffected work sites, including retail, office, manufacturing and service sectors
- Residential populations in multi-family buildings

B. Proposed Strategies for Achieving Goals

To achieve the goals of the GTEC program, the City has developed a set of strategies that will help the City of Spokane make progress towards its six-year planning target. The strategies are a combination of policies, regulations, services, facilities, marketing and incentive programs. The policies, projects and regulations are consistent with the Spokane Comprehensive Plan, Spokane Downtown Plan, and University District Master Plan.

Strategy	Description
Services	• Add TDM marketing and educational programs to unaffected employers and residents. • Increase the number of passengers on trolley service. • Encourage employers and property owners to implement parking management to reduce the number of downtown employees driving alone to work. • Adjust signals downtown to improve traffic flow for cars and buses. • Improve bus headways and levels of service in downtown. • Institute a University District Shuttle System, which would improve transportation options within the University District and connect it with its neighboring areas. The shuttle should provide service to each of the campuses, designated parking areas, downtown, the Sprague Area, and the Medical District with 10 to 15 minute intervals.
Policies	• Encourage mixed uses throughout Downtown; create unique and vital retail spaces to attract people to the area, and rehabilitate and reuse existing structures for office, retail, and residential uses to keep community character and history. • Ensure that the design guidelines for the downtown area are consistent with the University District Master Plan and the goals of the GTEC. • Instituting a Transportation Impact Fee.
Programs	Encourage private-public-community partnerships. The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and collaboration from all sectors of the

Strategy	Description
	community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.
Capital Projects	Community design projects can improve perception of safety for pedestrians in Downtown and in turn attract more pedestrian traffic into a neighborhood. These types of projects can also encourage more people to use alternative modes of transportation, which generally requires more walking through the Downtown, and revitalize a neighborhood to encourage new businesses and investors to the area. Some of the projects proposed in the Downtown Plan include construction of Public Square and other public spaces, increasing the number of street trees planted, implementing more Green Street improvements, improving skywalks, improving pedestrian connections to neighborhoods to encourage more pedestrian traffic. • Increase the number of city blocks with pedestrian friendly sidewalks and crosswalks and streetscapes, including Main Avenue, Sherman Street, Sharp Street, Hamilton Street, Pacific Avenue, Grant Street, and Sprague Avenue. • Provide bike lanes on arterials where there is sufficient right of way. • Improve the pedestrian crossing near Gonzaga University and along Division Street. • Install transit amenities such as bus shelters, roadway lighting, and transit trackers. • Add vanpools. • Provide adequate bicycle parking in downtown locations. • Increase on-street parking meters near downtown. • Extend the trail system near the river in conjunction with the proposed Burr Trail extension. • Provide way-finding signs throughout the downtown to improve traffic for pedestrians, bicyclists, and automobiles.

C. Schedule for Implementing Program Strategies and Services

The City has identified the following schedule for implementing the GTEC program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Services		
Add TDM marketing and educational programs to unaffected employers and residents.	City of Spokane and Spokane County	2007 - 2013
Increase the number of passengers on trolley service.	STA	2007 - 2013
Encourage employers and property owners to implement parking management to reduce the number of downtown employees driving alone to work.	City of Spokane and Spokane County	2007 - 2013
Adjust signals downtown to improve traffic flow for cars and buses.	City of Spokane	2008-2009
Improve bus headways and levels of service in downtown.	STA	2007 - 2013
Institute a University District Shuttle System, which would improve transportation options within the University District and connect it with its neighboring areas. The shuttle should provide service to each of the campuses, designated parking areas, downtown, the Sprague Area, and the Medical District with 10 to 15 minute intervals.	STA	2007 - 2013
Policies		
Encourage mixed uses throughout Downtown; create unique and vital retail spaces to attract people to the area, and rehabilitate and reuse existing structures for office, retail, and residential uses to keep community character and history.	City of Spokane	2007 - 2009
Ensure that the design guidelines for the downtown area are consistent with the University District Master Plan and the goals of the GTEC.	City of Spokane	2007 - 2009
Institute a Transportation Impact	City of Spokane	2007 - 2009

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Fee.		
Programs		
Encourage private-public-community partnerships. The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and collaboration from all sectors of the community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.	City of Spokane	2007 - 2013
Capital Projects		
Increase the number of city blocks with pedestrian friendly sidewalks and crosswalks and streetscapes, including Main Avenue, Sherman Street, Sharp Street, Hamilton Street, Pacific Avenue, Grant Street, and Sprague Avenue.	City of Spokane	2007 - 2013
Provide bike lanes on arterials where there is sufficient right of way.	City of Spokane	2007 - 2013
Improve the pedestrian crossing near Gonzaga University and along Division Street.	City of Spokane	2007 - 2013
Install transit amenities such as bus shelters, roadway lighting, and transit trackers.	STA and City of Spokane	2007 - 2013
Add vanpools	STA	2007 - 2013
Provide adequate bicycle parking in downtown locations.	City of Spokane	2007 - 2013
Increase on-street parking meters near downtown.	City of Spokane	2007 - 2013
Extend the trail system near the river in conjunction with the proposed Burr Trail extension.	City of Spokane	2007 - 2013
Provide way-finding signs throughout the downtown to improve traffic for pedestrians, bicyclists, and automobiles.	City of Spokane	2007 - 2013

E. Proposed System for Measurement and Reporting

To determine whether the GTEC program is making progress towards achieving its goals and targets, the City proposes to perform an evaluation of the GTEC program every two years. The program evaluation will begin in 2009 and consist of the following elements:

- Survey employees at CTR-affected and unaffected work sites to develop a representative sample.
- Survey residents at buildings that are participating in transit and ridesharing activities.
- Review transit ridership numbers for Downtown Spokane transit routes.
- Review vanpool participation rates for vans traveling to Downtown Spokane.
- Conduct interviews with ETCs at CTR-affected work sites.

The City has prepared a financial analysis to identify revenues and expenses that are associated with the City's GTEC program plan. The following is a description of the available funding sources that the City may use to implement its GTEC program plan. After identifying the available funding sources, the City has identified the expenses which include program administration, employer assistance, policy and regulation development, promotional activities, transit and ridesharing services, and implementation of supporting facilities.

A. Program Funding Sources

Funding Source	Responsible Agency	Estimated Amount FY 2008	Estimated Amount FY 2009	Estimated Amount FY 2010	Estimated Amount FY 2011	Estimated Amount FY 2012	Estimated Amount FY 2013	Estimated Total Amount
GTEC Grants	WSDOT	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$600,000
CMAQ Funds	RTPO	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$600,000
City of Spokane Budgets (operating and capital)	City of Spokane	$3,383,333	$3,383,333	$3,383,333	$3,383,333	$3,383,333	$3,383,333	$20,299,998
Transit Revenue (transit services and vanpool services)	Transit Agency	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$6,000,000
Mitigation Funds for Construction Projects	WSDOT/City of Spokane	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$300,000
Total Funds Available:		$4,633,333	$4,633,333	$4,633,333	$4,633,333	$4,633,333	$4,633,333	$27,799,998

B. Program Expenses

Funding Source	Responsible Agency	Estimated Amount FY 2008	Estimated Amount FY 2009	Estimated Amount FY 2010	Estimated Amount FY 2011	Estimated Amount FY 2012	Estimated Amount FY 2013	Estimated Total Amount
Prepare local GTEC plan, update policies and goals, and update ordinance	City of Spokane	$5,000	$0	$0	$0	$0	$0	$5,000
Administer GTEC program (contract management, program measure-ment, annual reporting, coordination meetings)	City of Spokane	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$150,000
Implement supporting transit services	STA	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$6,000,000
Implement new Spokane Transit Services (UD Shuttle, Headways, Inc. Trolley passengers)	STA	$400,000	$300,000	$275,000	$275,000	$275,000	$275,000	$1,800,000
Employer Parking Management Education	City of Spokane	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$30,000
Parking Management Capital Costs (meters)	City of Spokane	$13,333	$13,333	$13,334	$13,333	$13,334	$13,334	$80,000
Transit Pass Program	Spokane County	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$600,000
Development of a private/public partnerships	Employers, Property Owners, City of Spokane	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$60,000
Develop and print marketing and promotional materials	City of Spokane	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$150,000
Ped/Bike Capital Projects	City of Spokane	$3,333,333	$3,333,333	$3,333,333	$3,333,333	$3,333,333	$3,333,333	$19,999,998
Total Expenses:		$4,916,666	$4,811,666	$4,786,667	$4,786,666	$4,786,667	$4,786,667	$28,874,998

The following table shows the summary of revenues and expenses for the Downtown Spokane GTEC program. The City is projected to have a shortage of funding to implement its planned strategies. However, there are a number of sources of funding that the City can explore to help fill the gaps. Funding sources include, but are not limited to:

- WSDOT CTR funding
- Federal grants
- City of Spokane funds
- Developer contributions
- Employer contributions

Summary of Expenses

	Estimated Amount FY 2008	Estimated Amount FY 2009	Estimated Amount FY 2010	Estimated Amount FY 2011	Estimated Amount FY 2012	Estimated Amount FY 2013	Estimated Total Amount
Revenue	$4,633,333	$4,633,333	$4,633,333	$4,633,333	$4,633,333	$4,633,333	$27,799,998
Expenses	$4,916,666	$4,811,666	$4,786,667	$4,786,666	$4,786,667	$4,786,667	$28,874,998
Shortfall:	-$283,333.00	-$178,333.00	-$153,333.50	-$153,333.00	-$153,333.50	-$153,333.50	-$1,074,999.50

C. Funding Gaps

Based on the expected revenues and expenses of the City's GTEC program, the City is expected to have a shortage of funds for the GTEC program. To fund these programs, the City will pursue grants and contributions from the following sources:

- Congestion mitigation funds
- WSDOT funds
- Federal grants, i.e. CMAQ funds
- Employer contributions
- Developer contributions

As part of its strategic plan for implementing the GTEC program, the City plans to work in partnership with the transit agencies, neighboring jurisdictions, employers and property owners. Each of these stakeholders will have a role in implementing various parts of the GTEC program. To coordinate the City's GTEC program, the City will designate a program manager who will oversee the entire program and work with the different partners.

Listed below are the organizations that may be involved with the implementation of the City's GTEC. Their roles and responsibilities are described as follows:

Agency or Organization	Strategy or Service	Projected Date for Completion
City of Spokane	The City will be responsible for overseeing the GTEC program and coordinating the services of the different partners. It will be responsible for setting and tracking goals, administering the funding agreement with WSDOT and performing program evaluation. It will also implement bicycle and sidewalk facilities.	On-going
Spokane Transit Authority	STA will be responsible for providing transit services to the Spokane Downtown area and administering the regional ridematching system.	On-going
Employer	Employers will help promote TDM programs to their employees, provide incentives, and participate in regular network meetings.	Fall 2008
Residential Group	Residential property owners will be responsible for promoting TDM program to their residents, surveying residents and participating in regular network meetings.	Sites to be selected based on available transit and ridesharing services in Spokane.

SUPPORT FOR THE CITY'S GTEC PROGRAM

The City of Spokane is required to submit the following additional information as part of their application for GTEC certification:

1. Copy of the City's resolution to designate the GTEC and adopt the program plan.

2. Letter from the local transit agency endorsing the designation of the area as a GTEC.

3. Letters of support from partners that are expected to contribute resources.

The City held meetings with the following individuals to discuss the proposed GTEC and solicit support for the plan:

Organization/Party	Meeting Date	Contact Person
Spokane City Council	XXX	Nancy McLaughlin
Spokane Intercollegiate Research and Technology Institute (SIRTI)	XXX	Kim Zentz
Spokane City Council, President	August 17, 2007	Joe Shogan
Downtown Partnership	August 30, 2007	Marty Dickinson

The Spokane Downtown GTEC program builds upon the City's existing CTR program. The City will continue to work with major employers in the CTR program to reduce drive alone travel and vehicle miles traveled. In addition to the City's CTR program, the City plans to expand CTR activities to unaffected employers and residential groups as they move into Downtown Spokane.

By expanding the City's CTR program through a GTEC program, the City will help improve air quality, reduce traffic congestion on state highways and local streets, and help achieve the goals and vision of the Spokane Comprehensive Plan, the Spokane Downtown Plan, and the University District Master Plan. Described below is the relationship between the Downtown Spokane GTEC program and the City's Local CTR plan.

Base CTR Program	GTEC Plan	Expected Benefits
The base CTR program will continue to focus on major employers in Downtown Spokane area.	The GTEC program expands efforts to reduce the number of absolute drive alone trips to the following markets, including work sites within Downtown Spokane that are not currently CTR-affected: 1) Retail employees; 2) Office employees; 3) Manufacturing employees; 4) Service sector employees; 5) Multi-family Residents	Additional efforts to reduce drive alone trips will help reduce traffic congestion in Downtown Spokane, improve air quality and help achieve the goals and vision of the City's Comprehensive Plan, the Spokane Downtown Plan, and the University District Master Plan