

2001 Comprehensive Plan Bicycle related policy excerpt Suggested edits for 2008 Master Bike Plan – Draft 3-19-08

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Chapter 4: Transportation

The Importance of Design

Design is an important issue in several respects. First, the large-scale design of Spokane's street system largely determines how—and how well—people get about the city. Street system design features, such as the location, width and size of arterials, whether streets are one-way or two-way, and whether there is a transportation network for bicycles ~~or~~ and pedestrians all profoundly impact transportation. Second, concerns about the higher densities and mixed land uses needed to support alternative transportation modes often have to do with design. Citizens are concerned about how higher densities and mixed-uses will “fit” with surrounding areas. Finally, individual design features such as pedestrian buffer strips, bicycle paths and lanes, and bus shelters influence the availability, appeal, and use of transportation choices. Individual design features can also be used to direct traffic and calm traffic speed.

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.

Policies

TR 1.1 Transportation Priorities

Make transportation decisions based upon prioritizing the needs of people as follows:

- *Design transportation systems that protect and serve the pedestrian first;*
- *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- *Then consider the needs of automobile users after the two groups above.*

Discussion: This fundamental transportation policy is a statement of how the City of Spokane prioritizes people's transportation needs. It indicates a general priority of how the needs of people are considered. Applying this policy on a case-by-case basis will not mean that in all cases bicycles or pedestrians come first and automobiles last. The intent of the policy is not meant to be anti-automobile, but rather the intent is to accomplish the following:

First, following these priorities leads to the development of the type of community described in the adopted “Citywide Vision” statement and Transportation Vision and Values statements. Second, it increases the transportation choices available to people. Third, it lessens the negative impacts of automobiles, such as noise and air pollution, traffic through neighborhoods, and the need for additional parking. Fourth, it helps prepare Spokane for the future when more people may need alternatives to driving and the negative impacts of automobiles increase as Spokane's population increases. Fifth, it makes driving in Spokane quicker, more convenient, and safer by reducing vehicle congestion and, in some cases, by providing separate facilities for bicycles, pedestrians and transit.

Sixth, these priorities recognize that we are all pedestrians. Seventh, they also recognize that pedestrians, babies in strollers, people in wheelchairs, and people on bicycles can't compete with automobiles or trucks, yet they should be able to travel safely and comfortably. Those least able to cope with the physical and psychological stresses of the built environment should receive equal consideration. Finally, this policy recognizes that the city and region are auto-dominated without the variety of transportation choices desired by the community.

TR 2 TRANSPORTATION OPTIONS

Goal: Provide a variety of transportation options including walking, bicycling, taking the bus, car pooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependency on automobiles.

TR 2.1 Physical Features

Incorporate site design and other physical features into developments that encourage alternatives to driving.

Discussion: Development that is oriented toward driving leads to people driving. Examples of such development include buildings set back far from the street, large parking lots in front of buildings. Development that includes physical features that encourage walking, bicycling, or taking the bus will foster use of these transportation alternatives. Physical features that encourage walking include sidewalks, street trees, street lights, benches, pedestrian islands, clearly marked pedestrian pathways in parking lots, water fountains, rest-rooms, and display windows on the street in commercial areas. Physical features that encourage bicycling include bicycle paths, lanes, boulevards, and routes; bicycle racks and lockers; and showers and lockers at work sites. Improvements for transit riders include seating, shelters, and walkways.

TR 2.2 TDM Strategies

Use Transportation Demand Management strategies to reduce the demand for automobile travel.

Discussion: Transportation Demand Management (TDM) is an approach to solving transportation problems that focuses on reducing the demand for automobile travel rather than increasing the system capacity (supply) for automobile travel. TDM strategies should be particularly aimed at reducing the volume of single occupancy vehicles. TDM is a valuable tool with which to address transportation problems because it generally avoids the high environmental, financial, and human costs associated with capacity-oriented solutions, such as road construction. The Commute Trip Reduction Program provides TDM techniques locally. TDM involves two types of strategies. One strategy reduces the demand for single-occupant automobiles. This is accomplished through programs, such as:

- Employer-subsidized bus passes and other financial incentives for transit use and bicycle commuting.
- Infrastructure changes, such as providing safe and convenient bicycle parking and safe and convenient bikeways from residential to work, school, and shopping locations, to increase the use of non-motorized modes of transportation.
- 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.
- Preferential parking for car pools and vanpools.
- The building of lockers, change rooms, and shower facilities for bicyclists.
- Ride match services.

The other TDM strategy reduces the overall need for travel by any means. This is accomplished through programs, such as:

- Flexible work schedules, including four-day work week.
- Teleworking (using telecommunications and computer technology to work from home to another location).

TDM techniques should be used to reduce the demand for both work-related travel and non-work related travel, such as shopping and errands.

TR 2.3 Pedestrian/Bicycle Coordination

Provide adequate City of Spokane staff dedicated to pedestrian/bicycle planning and coordination to ensure that projects are developed that meet the safety, access, and transportation needs of pedestrians, bicyclists, and other non-motorized transportation users.

Discussion: One of the main themes of this plan is that citizens should have viable transportation options. Accomplishing this requires the attention of City of Spokane staff from a variety of departments and disciplines. Some staff time, however, should be entirely devoted to the needs of pedestrians, bicyclists, and other non-motorized transportation users. This staff will work to accomplish the goals and carry out the policies of the City of Spokane's plans as they relate to non-motorized transportation users. Projects for the coordinator could include:

- ~~Coordinate~~ Coordinating with City of Spokane departments and other agencies to efficiently provide for transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- Incorporating bicycle/pedestrian facilities as early as possible into plans to reduce costs and take advantage of cooperative opportunities.
- ~~Serve~~ Serving as a resource for city departments for facility standards (such as Americans with Disabilities Act (ADA) requirements) so issues can be efficiently addressed.
- ~~Seek~~ Seeking funding sources for transportation alternatives.
- ~~Develop and implement~~ Developing and implementing design guidelines to ensure that public and private developments meet a variety of transportation needs.
- ~~Develop~~ Developing transportation-related educational programs for both non-motorized and motorized transportation users.
- ~~Encourage~~ Encouraging promotional events for transportation alternatives.
- ~~Support~~ Supporting efforts to increase the number of combined bicycle/transit trips.
- ~~Develop and implement~~ Developing and implementing specific plans for non-motorized transportation users.
- Incorporating bicycle facilities into design standards for new development.
- Assisting Spokane to achieve higher bicycle friendly city ratings.
- Promoting Spokane as a bicycle friendly city.

Providing adequate City of Spokane staff dedicated to pedestrian and bicycle planning and coordination is the best way to ensure that the interests of the pedestrian and bicycling community will be incorporated in the formation of public transportation policy, the development of transportation facilities, and in the fair disbursement of public funds for this important and currently under-served community.

TR 2.4 Parking Requirements

Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.

Discussion: Parking standards should aim to meet the need for parking, not to provide large amounts or an abundant supply of parking. Parking standards should achieve a balance between providing enough parking to adequately meet the needs of customers and employees.

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 (see TR 2.5, "Parking Facility Design"), and that removing/re-striping of on-street parking may encourage/enable safer cycling.

One concern is to ensure that commercial parking is not displaced onto adjacent residential areas. Parking requirements should correspond to land uses. For example, there are some land uses that have a lower parking demand rate, such as college campuses. Possible ways to revise

parking standards include reducing parking requirements, prescribing maximum as well as minimum parking requirements, increasing car pool preference parking spaces, and allowing on-street parking for mixed-use development that is oriented to transit users and pedestrians. This policy has a strong link to policy TR 2.2, "TDM Strategies."

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

Discussion: Residents are frequently concerned about how parking facilities impact surrounding areas. For example, residents want parking lots to be visually attractive, unobtrusive, and accessible to all users, not just those in automobiles. The negative impacts of parking lots, which include noise, light, and their general visual impact, should be minimized. Such impacts can be mitigated through site design and design features, which include landscaping and fencing. Clearly marked pedestrian pathways through parking lots create a safer environment for pedestrians than having to walk behind parked automobiles. The availability of design features, such as bicycle racks, bike lockers, bicycle shelters, bus shelters, benches, and places to secure dogs influence the ability of non-drivers to access the places served by parking lots. The siting of parking lots, whether they are in front of buildings or to the rear or underground, affects both mobility and impacts the surrounding areas. Parking lots should be user-friendly to pedestrians, bicyclists, and transit users, as well as drivers.

TR 2.6 Viable Walking Alternative

Promote and provide for walking as a viable alternative to driving.

Discussion: People should be able to walk safely and conveniently, particularly within a city. Walking should be a viable option for those who desire or need to walk for transportation. In addition, at some point, everyone is a pedestrian since people must walk to get to their automobile, bicycle, or bus. Pedestrian activity, however, also contributes to the health and vitality of cities. An active street life makes places appealing and increases a feeling of safety. Walking, however, also adds to the public interaction and community socialization that is key to healthy community life.

TR 2.8 Sidewalk Repair and Replacement

Repair and replace broken and uneven sidewalks to improve safety and to encourage use by pedestrians.

Discussion: Traditionally in Spokane, the repair of sidewalks has been the responsibility of the adjacent property owner. Within some Community Development neighborhoods, some federal funding has been allocated towards sidewalks. One potential way to accomplish this policy on a citywide basis is for the City of Spokane to conduct a citywide assessment of the current condition of existing sidewalks. At the same time potential alternatives for funding resources should be identified. A sidewalk repair and replacement program should be developed based on identified needs and funding alternatives. This is an example of a needed program that should be developed by city staff dedicated to pedestrian/bicycle coordination (see policy TR 2.3, "Pedestrian/Bicycle Coordination").

TR 2.10 Pedestrian and Bicycle Linkages Across Barriers

Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.

Discussion: Due to geographic or man-made features, such as steep hillsides or freeways, special linkages may be needed to provide safe and convenient pedestrian and bicycle access. Existing examples of such linkages include the staircases with bike wheel channels linking Peaceful Valley with Browne's Addition and the pedestrian bridge spanning I-90 in the East Central neighborhood. Pedestrian and bicycle bridges or skywalks should not be developed where pedestrians and cyclists can be safely accommodated at the ground level through other techniques, such as crosswalks, pedestrian islands, and traffic calming devices.

TR 2.11 Pedestrian and Bicycle Access on Bridges

Provide safe pedestrian and bicycle access and an aesthetically pleasing pedestrian-environment on bridges.

Discussion: Bridges serve as important links within the community. As part of the city's transportation network, bridges should provide safe pedestrian and bicycle access. ~~Since~~ By their nature, bridges present sensitive design issues; and there is no one answer for how to provide pedestrian and bicycle access for all bridges. The type of pedestrian and bicycle access can vary between bridges to be appropriate to the particular bridge and the opportunities and limitations the bridge and its site present. ~~Pedestrian a~~ Access on bridges might vary from both sides of the bridge, to just one side, to perhaps access beneath or above the vehicle deck area. What is essential is that pedestrian and bicycle access be available and safe. Pedestrian and bicycle facilities on bridges should also be aesthetically pleasing; New Jersey barriers and other bunker-like features should not be used.

TR 2.12 Pedestrian and Bicyclist Access to Schools

Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.

Discussion: Providing a safe walking and bicycling environment for children on their way to school increases their safety and encourages them to develop the habit of walking and bicycling. The GMA requires the Transportation Element of the Comprehensive Plan to "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)]. Simply stated, a bicycle and pedestrian component is now specifically required in a community's comprehensive plan. This supports goal 3 of the GMA, to encourage efficient multimodal transportation systems.

Ways to accomplish this include:

- Encouraging school routes not to cross arterials.
- Having user-activated lights at intersections where arterials must be crossed.
- Implementing safety patrols with traffic-control signs at busy street crossings.
- Working with schools to promote walking and bicycling groups.
- Strengthening and enforcing pedestrian right-of-way laws.

TR 2.13 Viable Bicycling

Promote and provide for bicycling as a viable alternative to driving.

Discussion: Bicycling should be a viable transportation option so that the community has a full spectrum of transportation choices. Viable transportation for bicycling includes being safe, efficient, and quick. While bicycling can also serve recreational purposes it needs to be respected and accommodated as a mode of transportation.

TR 2.14 Bikeways

Provide safe, convenient, continuous bikeways between activity centers and through the city.

Discussion: Some city streets are more bicycle-friendly than others due to hills, traffic flow, speed, and the access they provide for bicyclists. Providing bicycle facilities that link city centers and the downtown core through identified corridors will encourage utilitarian cycling. This will serve to decrease traffic and its intrinsic problems (e.g. air and noise pollution). Bikeways should be designed and maintained that are clearly marked, safe, and that serve the needs of bicyclists for both thru-routes and destinations

TR 2.15 Bicycles on Streets

Provide safe accommodations for bicyclists on the street system, which will continue to be the primary route system for bicyclists.

Discussion: The street system serves to connect citizens throughout the city. City of Spokane staff should coordinate with designers, engineers, law enforcement, "citizen advisory boards"

such as the Bicycle Advisory Board, Department of Licensing, and educators to ensure that the street environment is safe and practical for bicyclists. All street users should be taught to understand and respect the rights of other street users to ensure safe and pleasant travel. Bicycles are legal on all public roadways unless specifically prohibited. Drivers Education classes could include detailed information about bicycling and the need for cooperation among road users while laws pertaining to bicyclists should be strictly enforced.

TR 2.16 Bicycle Lanes, Boulevards and Paths (Bicycle Facilities)

Use marked on-street bicycle lanes, bike routes and off-street bicycle paths in addition to the street system to provide for bicycle transportation within the city.

Discussion: Marked bicycle facilities will form the backbone of the bicycling transportation network While the street system is the primary route system for bicyclists (see policy TR 2.14, "Bikeways"), ~~the construction of either Bicycle facilities with~~ marked on-street bicycle lanes or off-street bicycle paths ~~is~~ are often desirable to accommodate ~~This accommodates~~ the differences in ages, abilities, and purposes of bicycle riding. Because narrowing travel lanes has the positive effect of calming traffic speeds to within legal limits, adding bicycle lanes to arterials has the dual effect of traffic calming as well as encouraging the use of bicycles. A fully separate, off-street bicycle system is costly and often impractical, particularly in existing neighborhoods. However, the city's off-street bicycle path system could be expanded into a safer and more widespread connecting system. The following elements could help accomplish this: (1) occasional scenic bicycle paths with few intersections, (2) additional bicycle paths in new subdivisions, and (3) an expanded system in older neighborhoods. Such paths, however, are often not favored by commuting and utilitarian cyclists. Rather, connection with neighborhoods can be facilitated through the creation of other options, to include bicycle boulevards or thoroughfares. These routes make use of appropriate automobile traffic calming measures to create a safe travel environment for bicycles and pedestrians. Auto traffic and parking along both sides of the street may be allowed where appropriate. Additionally, bicycle-activated crossings should be placed at busy intersections.

TR 2.17 Facilities to Support Bicycling

Provide facilities that support bicycling to make it more feasible for transportation and recreation.

Discussion: Physical features are needed to enable the use of bicycles, just as physical features, such as parking, enable the use of automobiles. Such features for bicycles include short and long-term bicycle parking and locker rooms or other facilities for changing clothes and showering. They should be provided at a variety of locations where bicycles can be used for transportation or recreation, such as workplaces, schools, parks, transit facilities, and park-and-ride lots.

TR 2.18 Viable Transit

Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community; the City of Spokane will work with Spokane Transit Authority to accomplish this.

Discussion: To accomplish this plan's goal of providing a variety of transportation options and reducing dependency on automobiles, transit will need to appeal to those currently not using transit as well as to those currently using and relying on it.

Making transit a viable transportation option for all segments entails balancing the variety of transportation needs of citizens. For example, people who use transit for much of their transportation have different needs in comparison to people who use transit less frequently, while people who live further away from the center of the city have different needs from those who live closer to the center. Disabled people also have their own needs. People attending special events, such as Bloomsday, or large events, such as those at the Convention Center or Spokane Arena, have other transit needs.

Providing for and balancing these different transit needs may require different types of transit or transit service. For example, for outlying parts of the city, transit routes that run only on arterials may be preferred so that service is fast and direct. For neighborhoods closer to the center of the city, transit routes on both arterial and non-arterial streets may be preferred, allowing service to be closer to users. Van transit might serve neighborhoods with fewer riders or riders who have

physical mobility challenges. Additional or flexible transit service could serve the needs of those attending special or large events.

TR 2.20 Transit Shelters and Other Features

Provide transit shelters, bus benches, and other features that support transit use in key locations, such as where transit use is especially wanted.

Discussion: Physical features can enhance the experience of being a transit user. Such features include transit shelters, bicycle racks and lockers, and good pedestrian pathways to and from transit stops. These features are needed at both ends of the transit trip when the transit rider becomes a pedestrian, bicycle rider, or driver and should be attractive as well as functional. Such features can be identified and their design facilitated during neighborhood planning stages to reflect individual neighborhood needs and character (see TR 5.3, "Neighborhood Traffic Issues").

TR 3.2 Reduced Distances to Neighborhood Services

Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.

Discussion: Providing a variety of services within neighborhoods decreases the distances needed to travel to meet daily needs, making opportunities for walking and bicycling more feasible. The services are intended to serve the daily needs of neighborhood residents, not to draw people from outside the neighborhood. Furthermore, the design of the buildings housing these services must be compatible with the neighborhood.

TR 3.3 Walking and Bicycling-Oriented Neighborhood Centers

Incorporate physical features in neighborhood centers to promote walking, bicycling, and other non-motorized modes of transportation to and within the centers, reducing the need for driving.

Discussion: This policy, though similar to TR 2.1, "Physical Features," is included to ensure that the neighborhood services desired in TR 3.2, "Reduced Distances to Neighborhood Services," are walking and bicycling oriented. Development that requires driving to the development and from place to place within the development should be avoided.

TR 3.4 Increased Residential Densities

Increase residential densities, as indicated in the land use element of the City of Spokane's Comprehensive Plan, to support the efficient functioning of transit and mass transit.

Discussion: Residential densities relate strongly to transportation options. Lower densities decrease the ability to provide efficient alternative transportation modes while higher densities increase the ability. Furthermore, sprawling growth increases the stress on the transportation system in that the more spread out the city becomes, the farther people have to travel and the less likely they will be to walk, bicycle, or take the bus. This policy does not mean that there will be no single-family residential areas in the city. This policy has an essential link to policy TR 3.6, "Use of Design."

TR 4.1 Street Design and Traffic Flow

Use street design to manage traffic flow and reduce the need for street expansions.

Discussion: Street design can affect the amount and speed of traffic. This concept applies to both arterials and local access streets, which have different purposes for both the amount and speed of traffic (see policy TR 4.2, "Self-Enforcing Street Design"). Street design elements can also be used in place of street expansions, or "capacity improvements," to manage congestion, primarily along arterials. Such design elements, also known as "traffic engineering techniques," include limiting access along arterials to improve traffic flow, prohibiting parking along arterials, using left-hand turning channels, and providing space for bicycles on arterials to keep all traffic flowing smoothly and to increase the viability of bicycling. This policy applies to the design of both arterials and local access streets.

TR 4.2 Self-Enforcing Street Design

Design streets to discourage drivers from speeding and increase the safety of pedestrians, bicyclists, other drivers, and every person and animal in the city.

Discussion: Speeding traffic is a major concern to city residents. Faster traffic speeds shorten the time drivers have to react, make drivers less able to yield to pedestrians, create noise pollution, and contribute to road rage. Within neighborhoods, cut-through traffic results in inappropriate, excessive traffic through neighborhoods and also *speeding* traffic through neighborhoods, resulting in decreased safety and declining neighborhood quality of life. Streets can be designed through their width and use of traffic calming devices to discourage speeding and increase safety. While the intent of this policy is to discourage speeding traffic and not to stop traffic altogether, this policy needs to be balanced with the need to design streets to reduce traffic congestion and idling time (see TR 6.5, "Traffic Congestion").

TR 4.3 Narrow Streets

Build streets with the minimum amount of street width needed to serve the street's purpose and calm traffic.

Discussion: Streets should be constructed as narrow as possible. Narrow streets are less costly to build, require less maintenance, reduce storm water runoff, help reduce the speed of traffic, conserve land for other uses, and are safer for pedestrians. Narrow streets also serve as an effective traffic calming measure. Calming traffic is important to Spokane neighborhoods (see TR 5.4, "Traffic Calming Measures"). This does not mean, however, that all streets will be narrow since street widths vary according to the street's function. For example, arterials are wider than streets serving only neighborhood traffic. Street width also needs to take into account the need for bicycle lanes. The City of Spokane's street standards have been developed with the intent of implementing this narrow streets policy. Another technique to implement this policy is to carefully provide for the location of on street parking, which serves to reduce the width of travel lanes. The use of chicanes (design features that change a street's path from straight to serpentine) at appropriate locations can also serve to reduce the travel lane width of streets. Finally, this policy also has a strong link to policy TR 4.6, "Internal Connections," since providing greater connectivity and access addresses some of the access concerns raised by narrow streets.

TR 4.4 Arterial Location and Design

Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass.

Discussion: The integrity of the areas through which arterials pass should be protected while meeting the citywide interests that arterials serve. 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. Examples of specific design issues include the use of couplets and one-way versus two-way streets. This policy has strong links to policies TR 4.10, "Downtown Street Network" and TR 7.2, "Street Life."

TR 4.5 External Connections

Design subdivisions and planned unit developments to be well-connected to adjacent properties and streets on all sides.

Discussion: It is important that subdivisions and planned unit developments (PUDs) be connected to their surrounding areas and the larger community and not be physically isolated because of poor transportation connections. With good connections for pedestrians, bicyclists, and automobiles, traffic is spread more evenly, reducing congestion and impacts on adjacent land uses. One intent of this policy is to stop the development of gated communities that are isolated

and disconnected from their surroundings. Subdivisions and PUDs should have multiple ingress and egress points to enable good transportation connections. The connections should not, however, result in inappropriate cut-through traffic through neighborhoods; connections should direct traffic onto appropriate streets. Connections are needed for all transportation users and can take the form of both streets and paths.

TR 4.6 Internal Connections

Design communities to have open, well-connected internal transportation connections.

Discussion: Internal transportation connections are important for neighborhoods, subdivisions, and PUDs to promote ease of access. Long, confusing routes should be avoided to create greater efficiency. Shorter block lengths, which result in more frequent intersections than longer block lengths, provide greater opportunities for connection, make it easier for people to find their way around the city, and have the additional significant benefit of helping to keep vehicle speeds low. Block lengths could be tied to lot sizes and the number of lots in a block, instead of purely a block length measurement figure. Other ways to help accomplish a more open, well-connected network is by connecting streets and avoiding cul-de-sacs and vacating streets. Where cul-de-sacs or vacating streets cannot be avoided, pedestrian pathways, bikeways, and bike routes that link areas should be provided.

TR 4.7 Holistic Plans

Require a transportation master plan as part of any subdivision, PUD, institutional master plan, or other major land use decision process.

Discussion: The intent of this policy is to ensure that new communities that are planned within the city relate to and connect with the larger community. Developments should not be planned piecemeal. The plan should identify transportation features such as the external and internal connections, connecting streets, arterials, public paths for pedestrians and bicyclists, transit stops, and major transportation generators, such as schools, parks, and commercial areas.

TR 4.10 Downtown Street Network

Redesign and construct the downtown street network to encourage people to come to downtown Spokane and not to speed through it.

Discussion: While downtown traffic should flow smoothly, it should not be so fast that it is dangerous or uncomfortable to pedestrians or bicyclists and degrades street activity or otherwise detracts from commercial activity. Traffic moving rapidly through downtown is detrimental to pedestrian and bicyclist safety and comfort and does not encourage drivers to stop and use downtown; instead, downtown is perceived as a place through which to drive.

Traffic calming devices can be one way to implement this policy. Center islands, medians, and angled parking may be especially appropriate in downtown Spokane. Converting one-way streets to two-way streets can also slow the speed of traffic while making it easier to move around downtown.

This policy is directed to the speed of traffic through downtown, intending to avoid excessive speed. Traffic needs to flow smoothly, however, to avoid unwanted congestion and achieve air quality goals.

TR 4.12 Law Enforcement

Enforce traffic laws for all modes of transportation rigorously to protect the public health and safety.

Discussion: Enforcing traffic laws for all transportation users is needed. This includes:

- Enforcing speed limits.
- Promoting respect for crosswalks, such as automobiles (whether parked or moving) not blocking crosswalks.
- Increasing drivers' knowledge of pedestrian and bicyclists' rights through education.

- Enforcing laws that pedestrians and bicyclists must obey, to include preventing bicycles on sidewalks in the downtown business center.
- Enforcing laws against driving while under the influence of alcohol or drugs.

TR 4.13 Traffic Signals

Place and time traffic signals to ensure coordinated, smooth, and safe movement of traffic.

Discussion: Traffic signals should be placed and their timing adjusted to encourage smooth, safe traffic flow, both pedestrian and vehicular. Using traffic signals to control left turns can assist with traffic flow, as can altering traffic signals to accommodate periods of heavy traffic, such as morning and evening commute times. Adding cycling-specific/aware traffic signals along bike routes and bikeways would encourage bicycling and potentially add bicycle safety and awareness to vehicular commuters. Pedestrians need enough time to cross streets; providing pedestrian activated traffic signals assists with this.

TR 4.15 Lighting

Provide different degrees of lighting for safety and convenience based on the use of streets and sidewalks and the needs of residents.

Discussion: Lighting enhances the safety of transportation users, especially pedestrians and transit users. Lighting is especially needed at bus stops, crosswalks, ~~and~~ bicycle rack, and bicycle shelter areas. The hours and intensity of effective lighting varies according to the location. The placement, color, and intensity of lighting should all be addressed so that the lighting does not detract from surrounding areas while improving safety. The lighting should fit the character of the place it is illuminating.

TR 4.16 Safety Campaigns

Implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other.

Discussion: Public safety campaigns can increase the safety of all transportation users, particularly pedestrians and bicyclists. These safety campaigns, which can be sponsored through schools, service clubs, public health, and other organizations, should include the need to respect all transportation users and the need for all transportation users to travel responsibly.

TR 4.17 Street Maintenance

Keep streets well maintained and clean for the benefit of drivers, bicyclists, and pedestrians.

Discussion: Well-maintained and clean streets have many benefits: improved conditions for driving and bicycling, increased city pride, and improved air quality. Well-maintained streets include the removal of debris, gravel, glass, and snow and the prompt filling of potholes. Poorly maintained streets are especially hazardous to bicyclists. Better maintenance can be accomplished by placing a high priority on public spending for maintenance and cleaning.

TR 4.25 Pedestrian and Bicyclist Access to Parks

Develop safe pedestrian access and bike ways/routes to city parks from surrounding neighborhoods.

Discussion: The city shall analyze the existing safety of pedestrian and bicycle access within a quarter mile walking distance of each park. Based on that analysis city departments shall implement projects that improve the pedestrian circulation safety.

TR 5.2 Neighborhood Transportation Options

Promote a variety of transportation options within neighborhoods.

Discussion: Providing for walking, bicycling, and transit use as viable transportation options gives residents more transportation choices and reduces the amount of traffic in neighborhoods. Transportation choices that are environmentally, culturally, and historically connected to neighborhoods produce healthy and cohesive neighborhoods. One way to accomplish this is to provide paths for pedestrians and bicyclists in neighborhoods. Streets being considered for

vacation could instead be made into paths to connect streets. These paths could be enhanced with trees and other features to encourage walking and bicycling and to strengthen a sense of place.

TR 5.7 Neighborhood Parking

Preserve neighborhood on-street parking for neighborhood residents.

Discussion: Neighborhood residents and their guests need places to park. 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. Furthermore, parking lanes can be marked with striping on wide streets so that drivers don't attempt to create another driving lane. Since this policy is directed towards neighborhood parking, it is intended to apply primarily to local access streets and residential collector arterials. Other types of arterials may have the competing need of potentially re-moving parking to facilitate traffic flow (see policy TR 4.1, "Street Design and Traffic Flow"). It should be noted that while the Comprehensive Plan identifies bicycle facilities, many remain non-designated and on-street parking that is slated for removal to accommodate the bicycle facilities continues to exist. As a part of development of bicycle facilities, it needs to be acknowledged that on-street parking may need to be removed to accommodate bicycle facilities.

TR 6.3 Transportation Alternatives and the Environment

Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment.

TR 8.2 Efficient Regional Transportation

Coordinate with SRTC to ensure efficient, multimode transportation of people and goods between communities regionally.

4.5 EXISTING AND PROPOSED TRANSPORTATION SYSTEMS

Existing Versus Proposed Transportation Systems

First, this plan establishes a new priority for considering the transportation needs of people and making transportation decisions. Policy TR 1.1 establishes that it will be city policy to put pedestrians first, then to consider the needs of those who use transit and non-motorized transportation modes such as bicyclists, and finally to consider the needs of automobile users. The city's current transportation system does not reflect this priority and direction. Spokane's existing transportation system reflects Spokane's existing auto-dependent nature. Indeed, it is partly because of the existing nature of Spokane's built environment that Spokane is auto dependent and lacking viable transportation options and, as a consequence, that citizens established this new direction. Following this new direction with its clear transportation priorities, however, will lead to new transportation systems that reflect the city's new transportation goals. Establishing these new transportation systems for Spokane will take time. It will take careful and steady implementation of the plan, as expressed in its goals, policies, and implementation methods (such as the new street standards). But with consistent implementation of the plan on a case by case basis, the community's built environment will change and with it, the opportunity for Spokane to achieve its desired future.

Pedestrian and Bicycle Systems

The History of Planning for Pedestrians and Bicycles in Spokane

In 1993 SRTC prepared the Spokane Regional Pedestrian/Bikeway Plan for Spokane County (generally referred to as “the Bike/Ped Plan”). The City of Spokane City Council adopted the plan on March 11, 1996. The purpose of the plan was to provide an updated comprehensive bicycle and pedestrian transportation plan that was built on previous plans. The plan focused on the urbanized Spokane area and connections to Millwood, Cheney, Medical Lake, and Idaho. The plan identified recommended key bicycle/pedestrian corridors that consisted of the Centennial Trail, exclusive bicycle paths, bicycle lanes, shared bikeways, and shared roadways. The SRTC Bike/Ped Plan superseded earlier plans developed by the city to address bicycle use, the last of which was “The Bikeways Plan” adopted by the City Council in 1988. The first bikeways plan developed in Spokane, called the “Bike Routes Plan,” was adopted in 1976.

Since 1992 the City of Spokane has had a Bicycle Advisory Board, which was established by ordinance of the City Council. It was established “to provide advice and direction to the City Council and all departments and offices of the city on matters relating to bicycling and to raise public awareness of bicycling issues.” The board is ~~staffed supported by staff liaisons from the Economic Development Division and the Transportation Department a bicycle coordinator. These positions is are~~ filled by a staff members of the Planning Services department as an additional responsibility added to ~~their his~~ full-time duties. As such, only a small percent of ~~one two~~ staff member’s time is spent on bicycle planning. No city staff person, however, is dedicated specifically to planning for pedestrians, even part-time. Thus, while the SRTC plan adopted by the city included sections related to pedestrians, in reality it was used infrequently by the city for planning for pedestrians and instead was used more for bicycle planning. Generally, planning for pedestrians in Spokane has been inadequate. One of the most significant features of this transportation element is that it features a major redirection of the city’s view of transportation planning, making planning for pedestrians a priority. As a small step toward that direction, this plan includes the first map ever included in a city plan that is devoted strictly to depicting pedestrian facilities, Map TR 1, “Proposed Regional Pedestrian Network.”

~~While t~~The 1993 SRTC Bike/Ped Plan ~~was is~~ superseded by the city’s new 2001 comprehensive plan, its Bicycle Plan map was used in large part to develop the city’s “Proposed Regional Bikeway Network” map (Map TR 2). ~~In addition, t~~The SRTC Bike/Ped Plan contains extensive background information that is not included in this general comprehensive plan for bicyclists and pedestrians. It remains a valuable reference tool for bicycle and pedestrian planning. ~~With new transportation priorities and the multi-modal direction of the new comprehensive plan, it is expected that in the near future, the city will undertake additional planning for non-motorized travel to more specifically address the needs of bicyclists and pedestrians. This additional planning effort will be greatly assisted by the implementation of policy TR 2.3, “Bicycle Coordinator,” which states that it will be city policy to provide a full-time pedestrian/bicycle coordinator on its staff.~~

~~Future planning should include an integrated Master Bike Plan that defines the goals and design elements for bicycling facilities in the city.~~

In 2008, the City of Spokane completed a Master Bike Plan that consists of Bicycle Plan Maps, updated Comprehensive Plan goals and policies, a list of projects and priorities, project cost estimates and an action program. During this process, SRTC was working on an update to the Regional Master Bike Plan- A plan to outline goals and objectives to guide Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), the City of Spokane, Spokane County, the City of Spokane Valley, the City of Liberty Lake, Cheney, Deer Park, Medical Lake, Airway Heights, Spokane Transit Authority (STA) and other agencies in developing bikeway and walkway systems. This Plan outlines goals and objectives to help create a region where biking and walking are viable travel choices. The City of Spokane Master Bike Plan used the extensive background work contained in the SRTC plan as a part of the creation of the Master Bike Plan. This information remains a valuable reference tool for bicycle and pedestrian planning. This planning effort continues to support the implementation of policy TR

2.3. “Bicycle Coordinator,” which states that it will be city policy to provide a full-time pedestrian/bicycle coordinator on its staff.

Shared Bicycle and Pedestrian Facilities

Spokane features three major transportation pathways or trails that are shared by pedestrians and bicyclists. These are the Ben Burr, Fish Lake, and Centennial trails. The Ben Burr and Fish Lake trails are both owned and maintained by the Spokane Parks and Recreation Department. The Centennial Trail is developed by the Washington State Parks and Recreation Commission, maintained by the Spokane Parks and Recreation Department in the city and the Spokane County Parks and Recreation Department in the county, and funded by the Friends of Centennial Trail. These three facilities serve both a recreational and transportation function for pedestrians and bicyclists. A potential fourth major shared use facility is the North Spokane Corridor (north-south freeway), which plans to include a major pedestrian/bicycle trail. These shared use facilities are described below and depicted on the pedestrian and bikeway maps (Maps TR 1 and TR 2). They also appear as “trails” on Map CFU 5, “Parks,” in Chapter 19, Capital Facilities and Utilities, which indicates how these trails serve recreational as well as transportation purposes.

Ben Burr Trail

The one-mile Ben Burr Trail connects Liberty and Underhill Parks in East Central Spokane. It follows the path of an old railway line. The trail features a pedestrian/bicycle bridge spanning Altamont Street, which was a project financed through federal Community Development funds. Future expansion may include a link into Underhill Park to the south and a link to the Centennial Trail to the north.

Fish Lake Trail

The Spokane Parks and Recreation Department has acquired a railroad right-of-way between the City of Spokane and Fish Lake. Construction has begun to convert the right-of-way to a 12-footwide asphalt bicycle/pedestrian trail which would ultimately connect the Centennial Trail to the existing Fish Lake and Columbia Plateau trails. Three and a-half miles of this proposed trail have been constructed, from the intersection of Scribner Road north towards Spokane. The proposed trail begins at the southeast corner of Government Way and Sunset Highway and ends at the existing trailhead at Fish Lake.

Centennial Trail

Facilities designated exclusively for non-motorized travel modes include the 39-mile Centennial Trail, which parallels the Spokane River from Nine Mile to the Idaho border. The trail continues in Idaho through Post Falls and Coeur d’Alene. Currently, the trail has an incomplete section between downtown Spokane and the T. J. Meenach Bridge. The Friends of the Centennial Trail have completed the missing link, dedicated as the Sandifur Bridge, to span the river ~~indicate that design is complete and fundraising is underway for a new bridge to span the Spokane River at the abandoned High Bridge piers.~~

The Spokane River Centennial Trail Master Plan published in 1986 identified a continuous trail alignment from the Idaho state line to the Spokane House, with extensions upstream to Wolf Creek on Lake Coeur d’Alene and downstream to Fort Spokane on Lake Roosevelt. In 1995, a master plan update of the Centennial Trail was completed identifying missing segments, revisiting completed segments needing improvement, and outlining trail priorities and initiatives for the future. The primary recommendations of the master plan update were to building missing links and convert on road (Class II) bike routes to separated (Class I) shared-use pathways. A key missing link was identified between Riverfront Park in downtown Spokane and Riverside Park.

To address this missing link, a Bridge Alternatives Study was conducted in December of 1997. The study identified potential alignments for locating a bridge over the Spokane River and completing a missing segment of the Centennial Trail from Riverfront Park in downtown Spokane to Riverside State Park. The alignment selected from this study utilizes the abandoned High Bridge piers in the Spokane River. The connection from the proposed bridge to Riverside State Park will follow the existing bike route along Riverside Drive and Government Way, with connection at the Military Cemetery trailhead on Government Way. From the proposed bridge west, the trail will be constructed as a shared-use pathway following Ohio Avenue.

North Spokane Corridor Pedestrian/Bicycle Trail

The Washington State Department of Transportation is currently designing a major pedestrian/bicycle trail that will be built in conjunction with the North Spokane Corridor (NSC). The project will eventually provide a pedestrian/bicycle route the full length of the corridor, extending from I-90 east of downtown to US 395 at Wandermere, approximately 10 miles north. The 12-foot paved pedestrian/bicycle trail will be a separate, but adjacent, designated route for commuters and recreational users. There will be trailheads along the route as well as access from the planned park-and-ride lots. It will also connect with the Centennial Trail. The pedestrian/bicycle trail will be constructed in usable segments in conjunction with the North Spokane Corridor.

The Bicycle System

State law identifies bicycles as vehicles, with both the privileges, responsibilities, and regulations that accompany that status. A fundamental concept of this plan and the ~~previous~~ SRTC Bike/Ped Plan is that ~~since~~ because bicycles are vehicles to be used for transportation as well as recreation, bicycles are allowed on all streets except for those on which they are specifically prohibited. Thus, the city's street system is essentially the bikeway system. Table TR 2 defines the terms for the bicycle system used in this plan.

The City of Spokane encourages bicycle use on its facilities, except where prohibited by law. Bicycle facilities or improvements for bicycle transportation as shown on the Bikeways Map should be included as a part of street improvement projects. The Washington State Department of Transportation (WSDOT) Design Manual Chapter 1020 serves as a guide for designing bicycle elements. A bikeway is any type of facility designed to accommodate bicycles, such as a path, lane, or shared roadway. The term "bicycle route" is often used interchangeably with "bikeway" to mean the same thing (generally the "bikeway" definition). Bikeway is, however, the appropriate general term for streets that are open to bicycle travel. The term "bicycle route" should be used to indicate a marked or signed route that is intended to provide a route for cyclists to use. There are several areas where the city has marked or signed bicycle routes, generally along streets that have been developed with bicycle lanes. Frequently these bicycle routes have been developed in order to enable bicyclists to avoid fixed obstacles to bicycling. An example is the Addison Street bicycle route, which provides a north/south route parallel to Division Street since Division north of North Foothills Drive is closed to cyclists. Ideally, the term bicycle route should be used only in the context of those streets that are marked or signed as "bike routes." Since virtually all streets are bikeways, it is important to note that a signed bicycle route is a suggested route. Bicyclists are not required to use bicycle routes where they are available nor are they the only streets on which cyclists are allowed.

Map TR 2 indicates the "Proposed Regional Bikeway Network." Bikeway system terminology is specified in the following table, TR 2, "Bicycle Terms."

TABLE TR 2 BICYCLE TERMS	
General Bicycle Terms	
Bicycle Path	A bikeway physically separated from motorized traffic by an open space or barrier. Bicycle paths are entirely separated from the roadway but may be within the roadway right-of-way or within an independent right-of-way.
Bicycle Route	A marked or signed route that is intended to provide a route for bicyclists. Marked or signed bicycle routes occur generally along streets that have been developed with bicycle lanes and have frequently been developed to enable bicyclists to avoid fixed obstacles to bicycling. A system of facilities that have a high potential for use by bicyclists or that are designated as such by the City of Spokane. A series of bicycle facilities may be combined to establish a continuous route and may consist of any or all types of bicycle facilities.
Bikeway	Any road or path that in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists or are to be shared with other vehicles.
Bicycle Terms on Map TR 2	
The following terms found on Map TR 2 are listed in order of access provided to bicyclists from most to least.	
<u>Shared Use or Multiuse Path</u> <u>Shared-Use Pathway</u>	A separated pathway for shared-use by bicycles and other users, such as walkers, joggers, people with baby carriages, skaters, and others who are likely to use such pathways. A facility physically separated from motorized vehicular traffic within a right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users.
<u>Bicycle Lane</u> <u>Bike lane</u>	A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles. A portion of a highway or street identified by signs and pavement markings as reserved for bicycle use.
<u>Bicycle Boulevard</u>	A shared roadway which has been optimized for bicycle traffic. Bicycle boulevards discourage cut-through motor vehicle traffic, but usually allow access to local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic.
<u>Signed Shared Roadway</u> <u>(Designated Bike Route)</u> <u>Paved Shoulder</u>	A paved portion of a roadway which has been designated by striping for use as a break-down area for motor vehicles and for bicycle use outside the travel way. Typical of high speed highways within the urban area as well as rural road design. A shared roadway that has been designated by signing as a route for bicycle use.
<u>Shared Roadway</u> <u>Shared-Use Lane</u>	Wide curb lane that accommodates both bicycles and motor vehicles in the same lane. Lane allowing both vehicular traffic and bicycle traffic. A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or a road with paved shoulders.
<u>Residential Bikeway</u>	A residential street used as connection between other bikeway facilities. This designation applies to all residential roadways not otherwise designated. requires no special design accommodation for bicycles.
<u>No Bikeway Requirement</u>	There is no specific requirement to provide additional street width to accommodate bicycles. Bicycles are permitted to utilize the street as any other legal vehicle.
<u>Bicycles Prohibited</u>	Bicycles are prohibited from using the street.

Chapter 8: Urban Design and Historic Preservation

DP 3.2 Access to Alternative Modes of Transportation

Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.

Discussion: Alternative forms of transportation are becoming more important. Walking and bicycling are non-polluting forms of transportation that go hand-in-hand with living in proximity to places of work, recreation, services, and shopping. Providing facilities for bicycle parking, showers, and changing rooms, and a more direct access route, such as bicycle lanes and pathways, for those who use these and alternative modes of transportation encourages their use. It also provides benefits to the entire community in terms of reduced air pollution, less traffic congestion, and greater availability of parking for those who must drive.

DP 3.12 Transit Use and Transportation Alternatives

Develop facilities that are safe, pleasant, and that promote the use of transportation alternatives.

Discussion: To foster a more livable city, alternative modes of transportation are needed. Provision of facilities that are safe, attractive, and functional helps lessen automobile reliance. They are to be located close to the users' place of residence, work, and play and should be well lighted and comfortable. Businesses located along transit routes should be encouraged to provide shelters and seating to accommodate their customers.

Chapter 9: Natural Environment

NE 5.2 Alternative Transportation Modes

*Pursue a land use development and design pattern that allows people to walk, **bicycle**, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.*

NE 5.5 Alternative Transportation Incentives

Encourage businesses of all sizes to develop employee incentive programs that reward the use of alternative transportation.

NE 5.6 Barrier Free Environments

*Create barrier free walking and **bicycling** environments throughout the city in order to make alternative transportation a viable option.*

Chapter 11: Neighborhoods

Key Issues and Solutions

Low-density development and segregated land uses have shaped the city's urban and suburban growth patterns for the past several decades. Problems of increased traffic congestion, air pollution, overburdened public facilities, increased housing and infrastructure costs, loss of open space, and loss of other valued community resources are typically associated with such patterns. Presently, the ability to walk or bicycle to daily destinations is not an option in most neighborhoods.

Designing neighborhoods that make it easier for people to walk or bicycle to shops and services is one solution for making city neighborhoods desirable living environments. A compact mix of retail, business, and residential activity in neighborhood centers reduces the need for an automobile and reverses the growing problems of sprawl. As a result, fuel is conserved, less pollution is created, and communication between neighbors flourishes.

Furthermore, diverse housing within centers and corridors provides choices for singles, families, and the growing empty-nester and elderly populations. A network of sidewalks, paths, and transit linkages within and between neighborhoods enables neighbors to connect with each other and the larger community.

N 4.3 Traffic Patterns

Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.

N 4.5 Multimodal Transportation

Promote alternative forms of transportation.

Discussion: To reduce automobile dependency and neighborhood traffic, the city should promote a variety of transportation options, such as ridesharing, walking, bicycling, or riding the bus. This can be accomplished by such means as encouraging trip reduction programs for businesses, enabling the development of neighborhood centers so that neighborhood residents can walk or bicycle for daily service needs, and designing pedestrian friendly streets and neighborhoods. Some neighborhoods have essential public facilities that draw a large amount of traffic from outside of the neighborhood. Measures to help alleviate this traffic include satellite parking on the periphery of the neighborhood, enhanced transit service, or shuttle and van service.

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.9 Funding Programs for Neighborhood Transportation

Work with neighborhoods to explore funding programs for neighborhood-based transportation for residents who do not drive.

N 4.10 Pedestrian Design

Design neighborhoods for pedestrians.

Discussion: Neighborhoods become more stable, desirable living environments through the use of basic community building design principles that include more transportation options, convenience, safety, social interaction, and aesthetically pleasing streetscapes. Neighborhoods that possess these qualities provide a sense of place and community for neighborhood residents. Pedestrian-friendly neighborhoods can be created through the use of parking strips, street trees, sidewalks, pedestrian and bicycle paths, pedestrian malls, landscaping, traffic calming devices, rear parking for businesses, screened or underground parking for multifamily housing, and systems routing traffic away from neighborhoods.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

Discussion: Linking neighborhoods allows for reduced automobile use and increased opportunities for alternative forms of transportation.

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods through neighborhood planning that considers environmental impacts from development.

Discussion: Efforts must be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes. Clean air and water, energy conservation, adequate public facilities and utilities, city services, open space, clean yards and streets, well-preserved and maintained housing, and an efficient, multimodal transportation system are just some of the requirements for sustaining a healthy environment.

Chapter 12: Parks, Recreation, and Open Spaces

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

Policies:

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.

PRS 3.2 Trail Corridor Development

Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, and visual separation from private adjacent uses.

PRS 3.3 People Movement Through Riverfront Park

Develop a pedestrian-friendly, attractive mode of moving people through Riverfront Park using the Howard Street Corridor from North Central High School to Lewis and Clark High School. Discussion: The Spokane Park Board, the Downtown Spokane Partnership, and various partners along the route have begun informal discussions of a yet-to-be defined “people mover.” The people mover should have stops to service new and existing facilities and activities.

Chapter 3: Land Use

LU 1.12 Public Facilities and Services

Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur. Discussion: Chapter 5, Capital Facilities and Utilities, ensures that necessary public facilities and services are available at the time a development is ready for occupancy without decreasing current service levels below locally established minimum standards. The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public sewer, public water, solid waste disposal and recycling, transportation, and schools. When development or redevelopment occurs, it is also important that adequate provision is made for storm water drainage facilities, paved streets, sidewalks, street lighting, traffic and access control, circulation, off-street parking and loading facilities, transit, bicycle and pedestrian facilities, and other public improvements made necessary by individual developments.

DESCRIPTION OF LAND USE DESIGNATIONS

Much of the future growth will occur in district centers, employment centers, neighborhood centers, and corridors. A key component of each of these focused growth areas is higher density housing centered around or above service and retail facilities. This enables residents near the center or corridor to walk or bicycle for their daily needs. Higher density housing also provides economic support for the businesses and allows for more efficient transit service along the corridor and between mixed-use centers and downtown Spokane.

District Center

The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

Corridors

Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

Chapter 5: Capital Facilities and Utilities

Libraries

The Library Board believes facilities should either be in proximity to population centers or easily accessible by bicycle, bus, or private vehicle.

Neighborhood Parks

Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access. At forty parks, there are more neighborhood parks than any other park type in the city.

Chapter 10: Social Health

Youth Issues

The lack of adequate transportation choices is also a major issue for youth. Too young to drive, they must either rely on public transit or travel to their destination by bicycle or on foot. When these options are not available, their parents must either lose time from work (if they are able) to ferry them around or the youth miss out. It is a loss for us all when youth cannot participate in important cultural, recreational, and educational opportunities, as it is exposure to these experiences which helps youth build the skills they need to be responsible, contributing future citizens of the community.

When their time and energy are not gainfully engaged, youth are at risk of becoming a liability to the community rather than an asset.