



Integrated Transportation Plan Background

This is not just about transportation any longer

Welcome & Background

- Current Plan's last major revision – 2001
Land Use Vision of Centers and Corridors



- Changing circumstances
– Limited Resources & the need for integration



Integrated Infrastructure

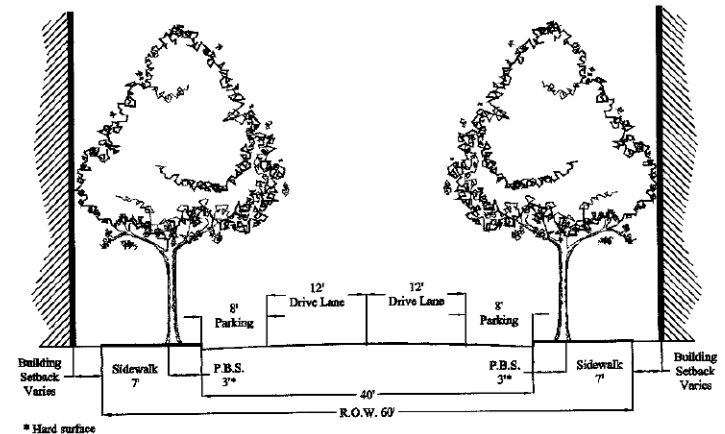
Predicted - Fewer Transportation Capital Dollars

- Leverage Stormwater Runoff Spending
- Leverage Combined Sewer Overflow Spending
- Many (newer) Uses of Right-of-Way



Products

- Transportation Plan
 - Prioritized Projects
 - Policy setting expected Levels of Service
 - Maintenance and Operation Priorities
 - Street (Integrated Infrastructure) Design Standards
- Integrated Infrastructure



Now

- Review existing conditions
- Transportation Vision & Goals
- Starting Street Design Standard Discussions

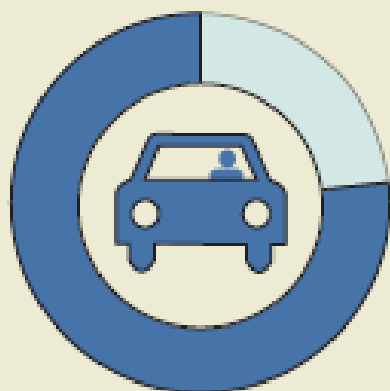


The Opportunity of Integrated Infrastructure Planning

- Where are we at today?
 - Infrastructure nearing end of life. Spokane incorporated in 1881.
 - Streets, Water, Sewer, Sewer Overflow
 - Inadequate services hindering redevelopment

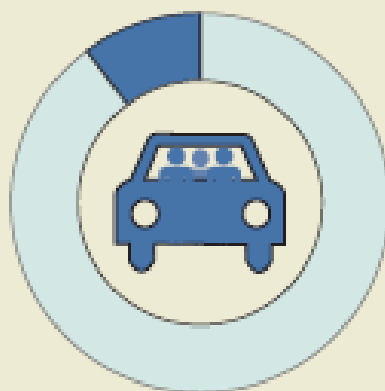


GETTING TO WORK



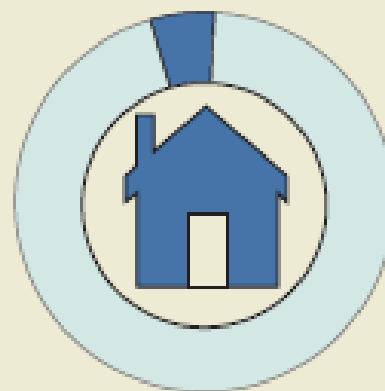
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Drive Alone



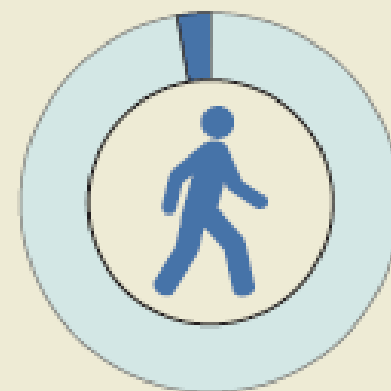
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Car or Vanpool



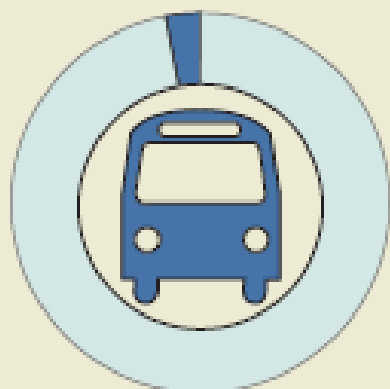
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Work From Home



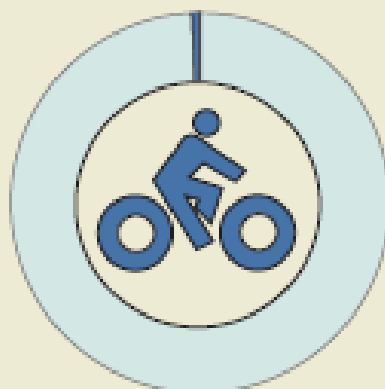
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Walk



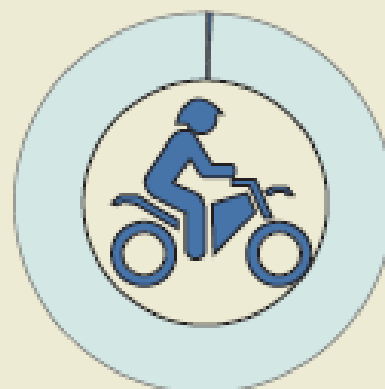
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Use Public Transportation



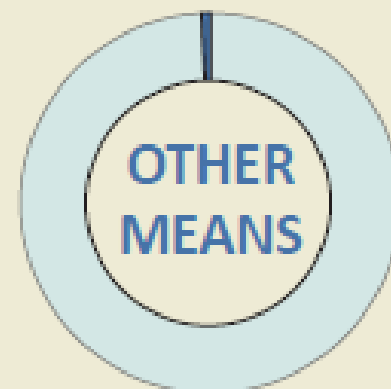
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Ride a Bicycle



.4%

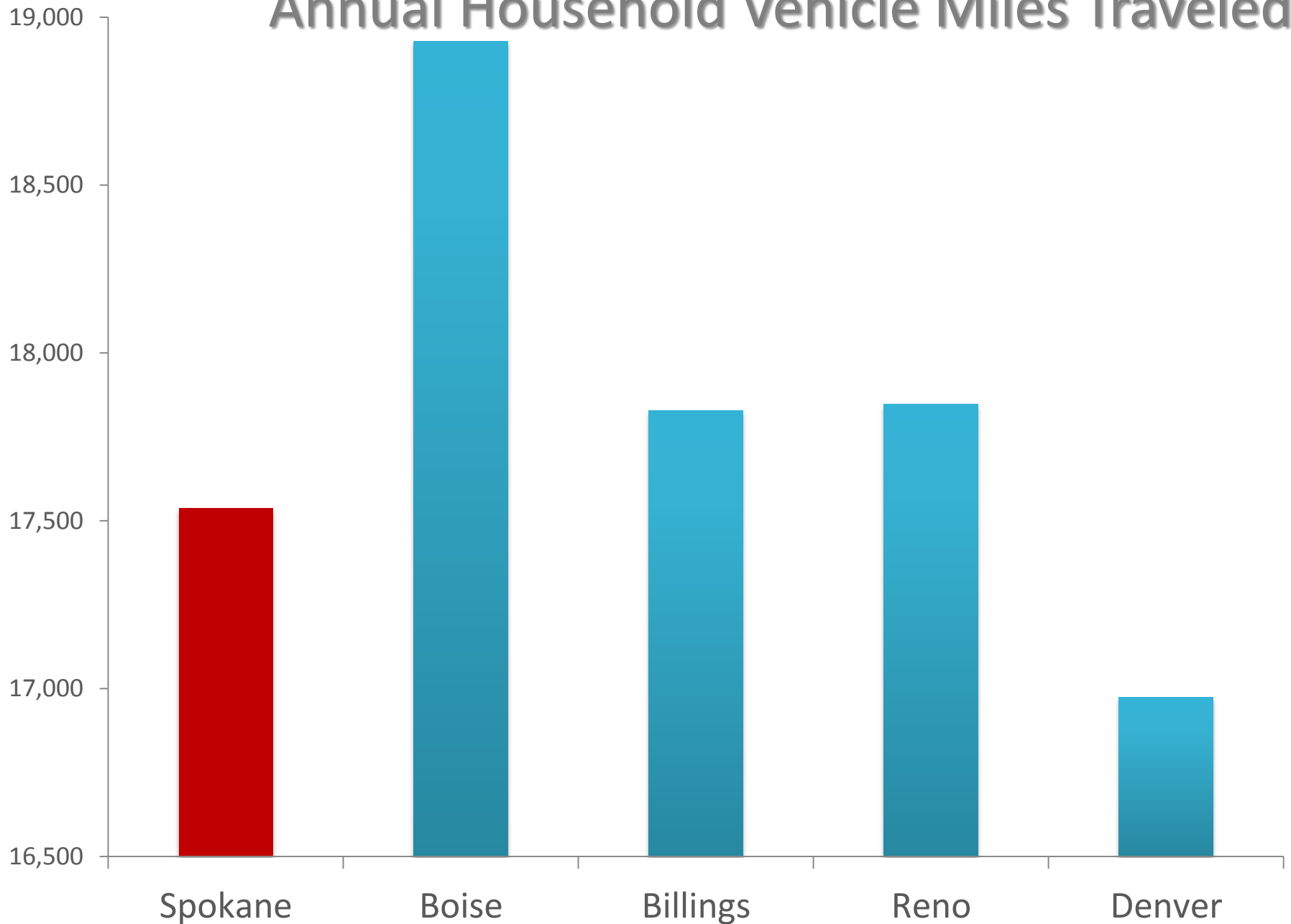
Ride a Motorcycle



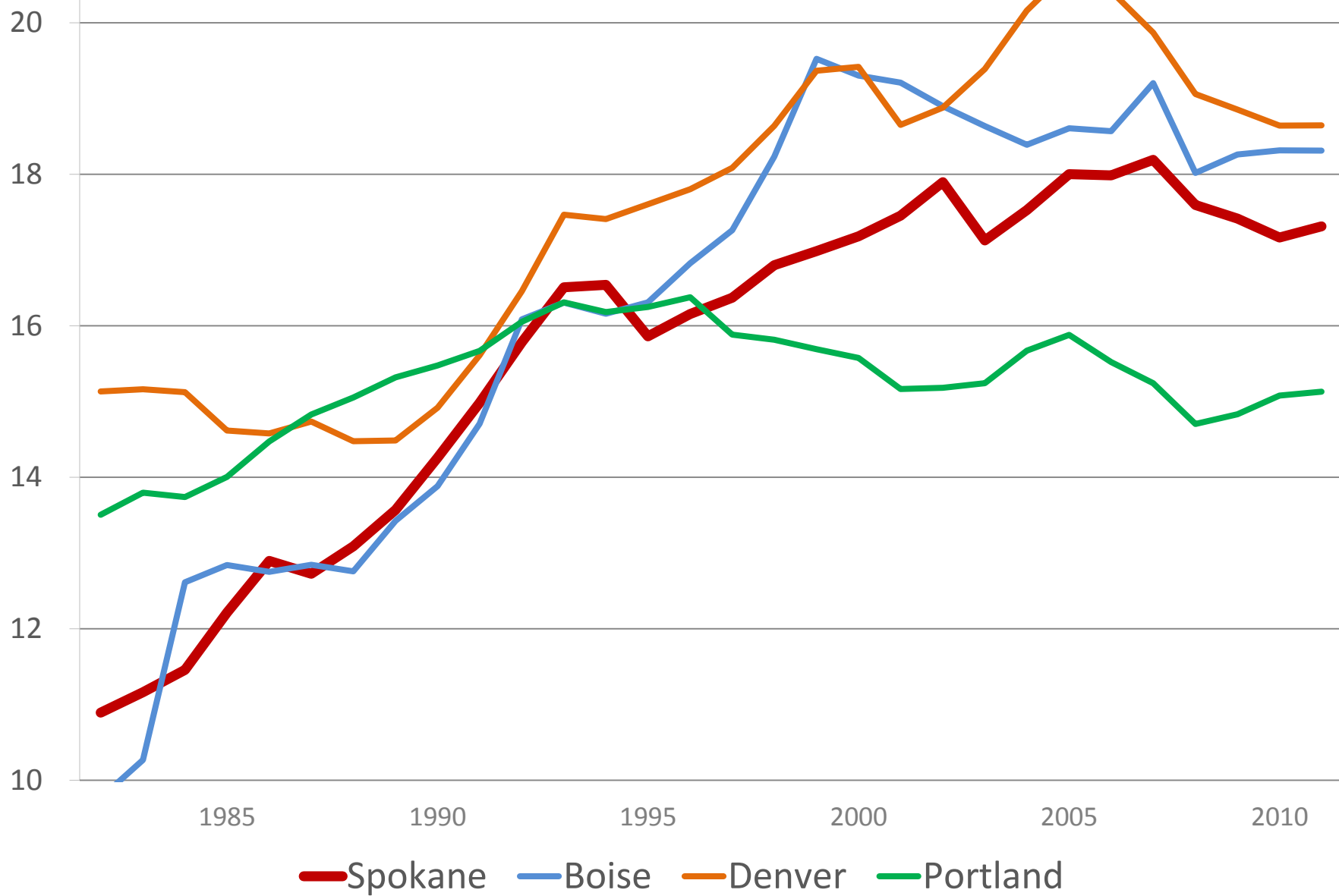
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Other Means

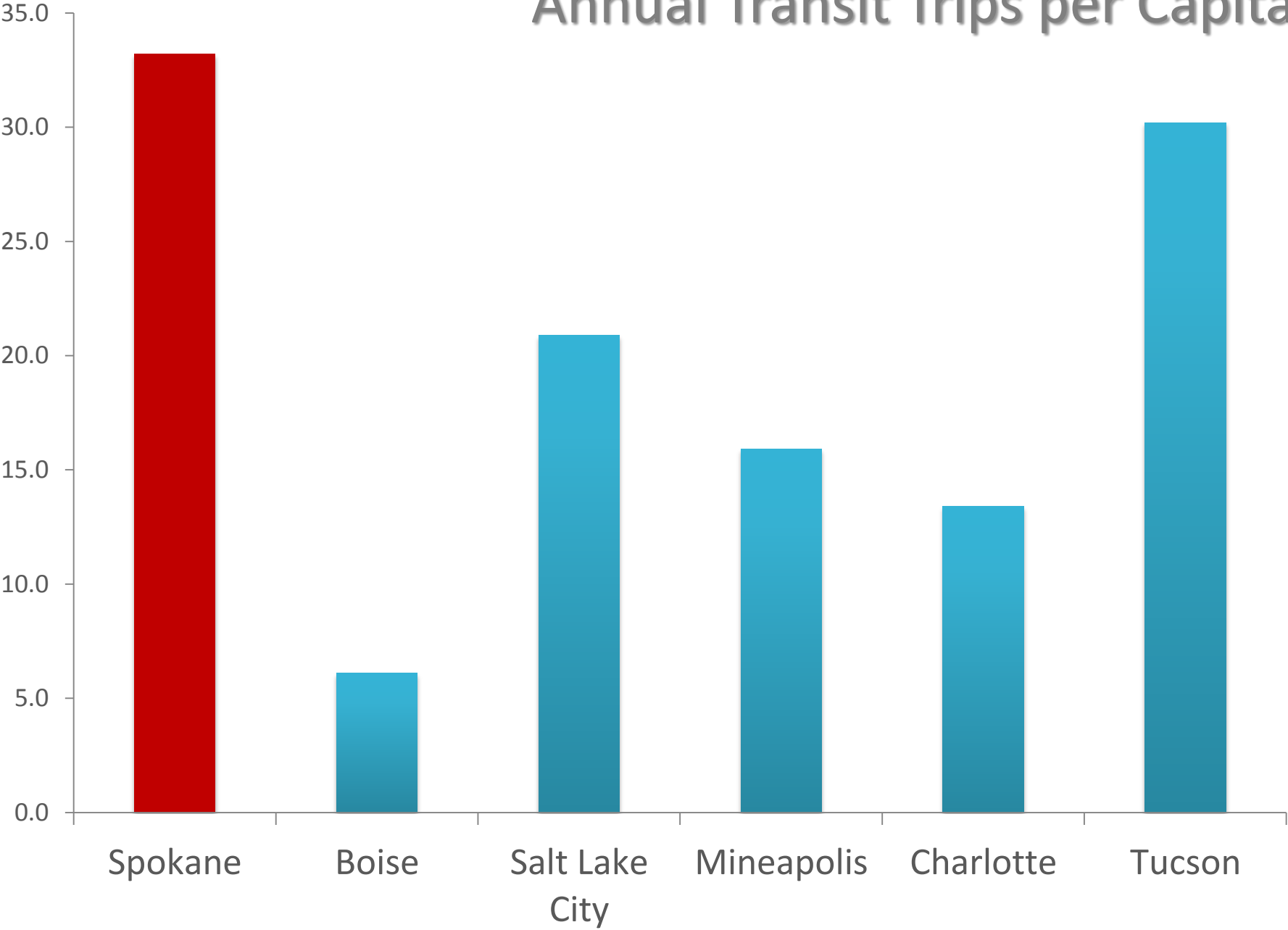
Annual Household Vehicle Miles Traveled



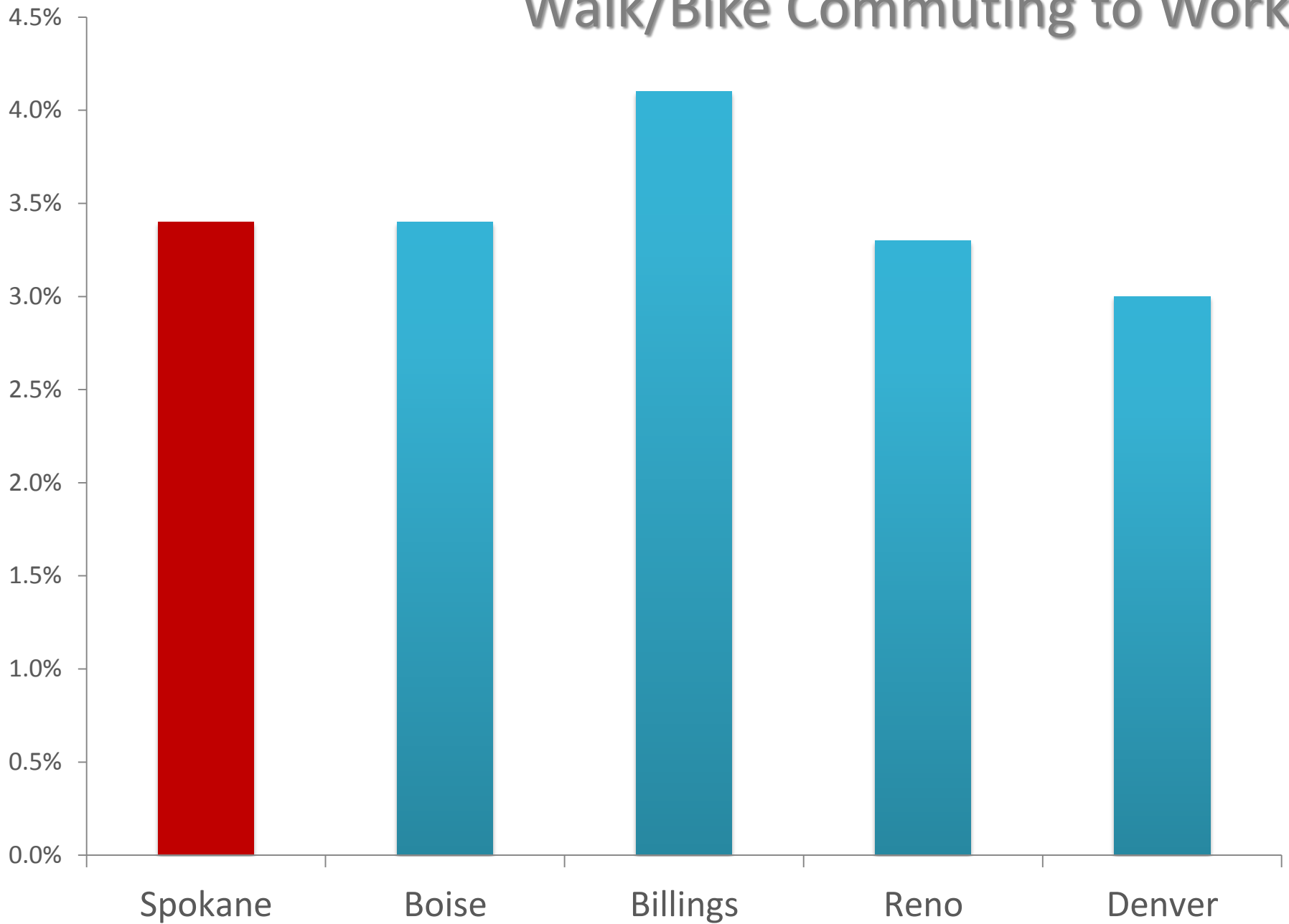
Per Capita Vehicle Miles Traveled



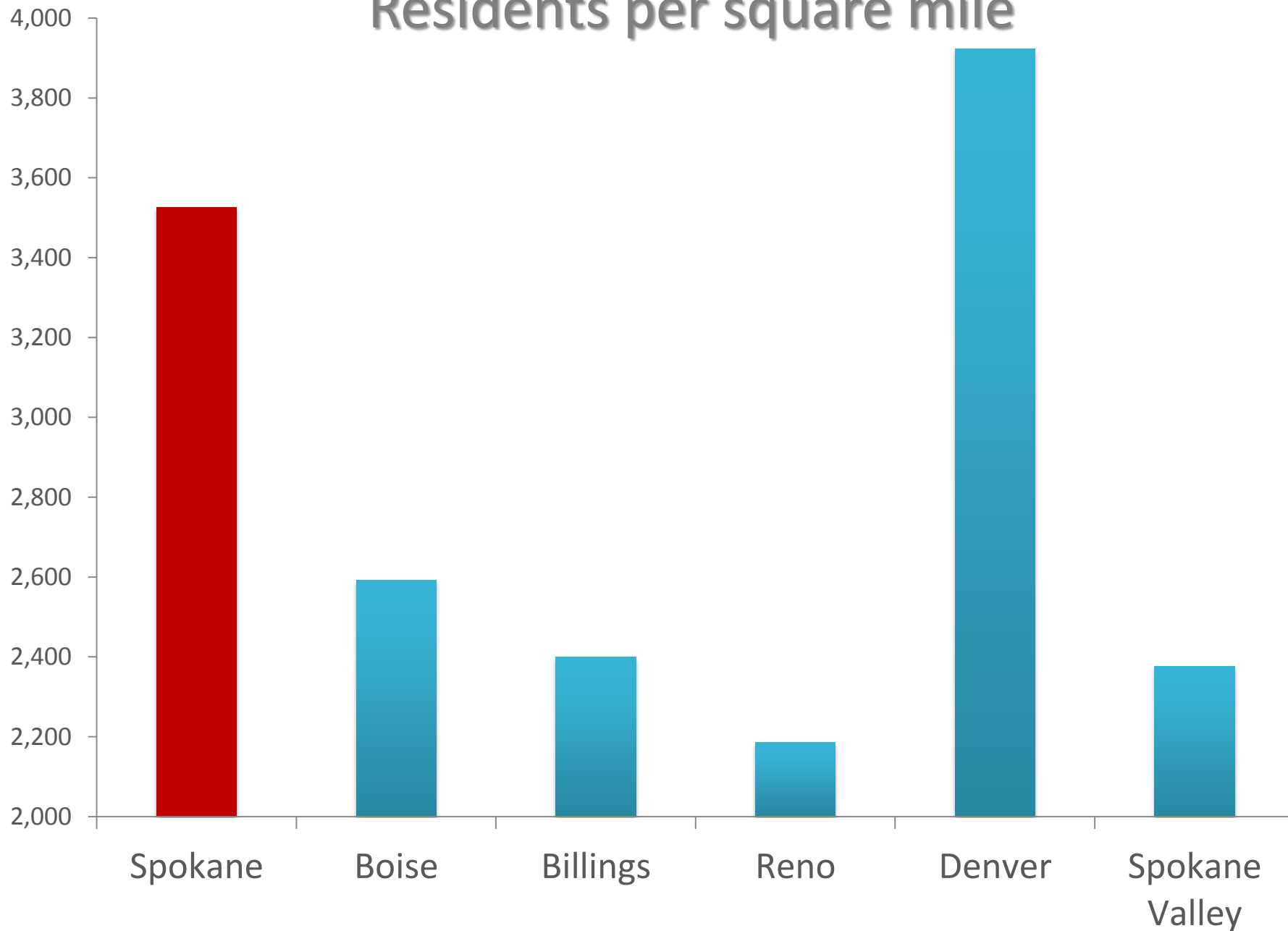
Annual Transit Trips per Capita



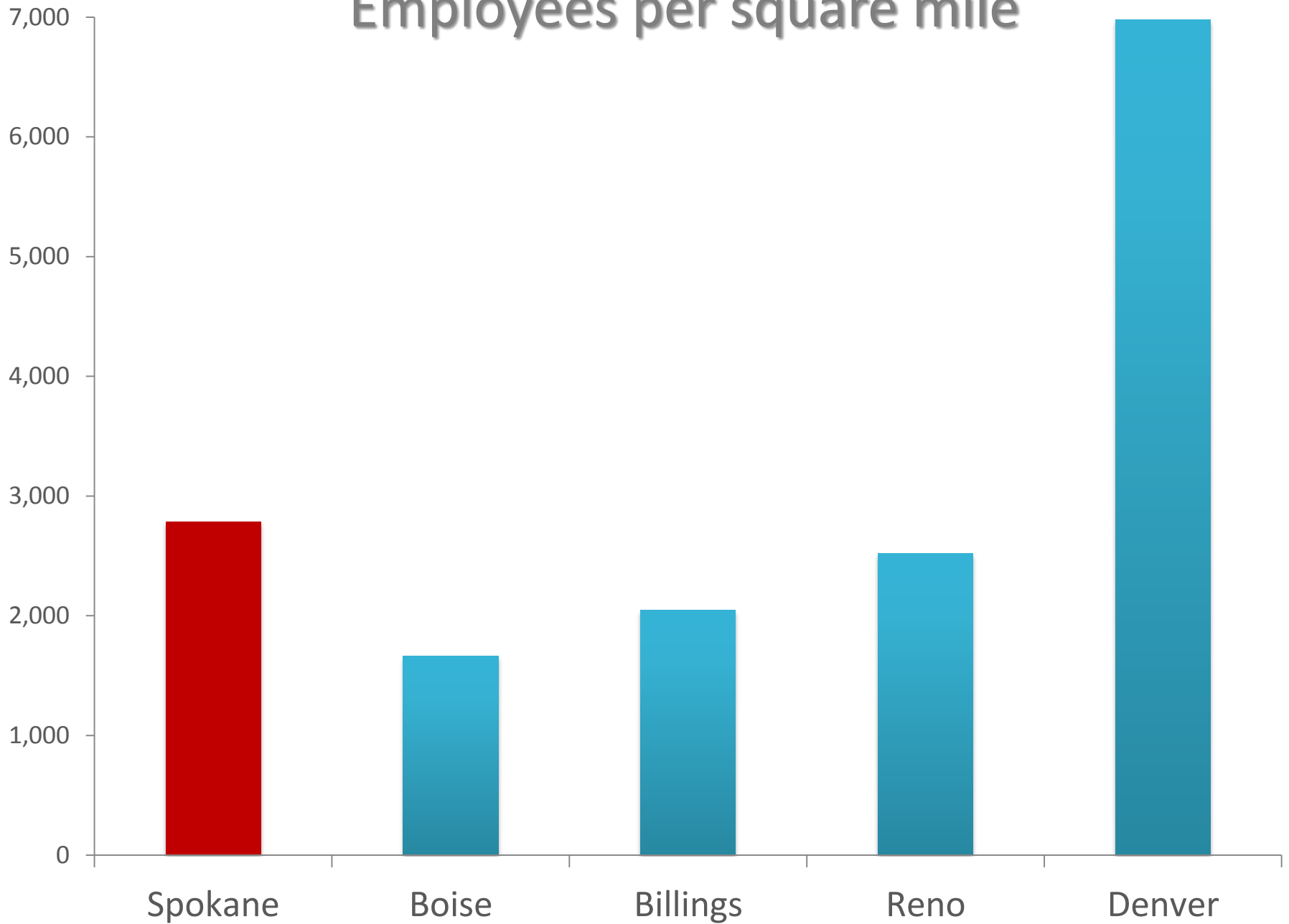
Walk/Bike Commuting to Work



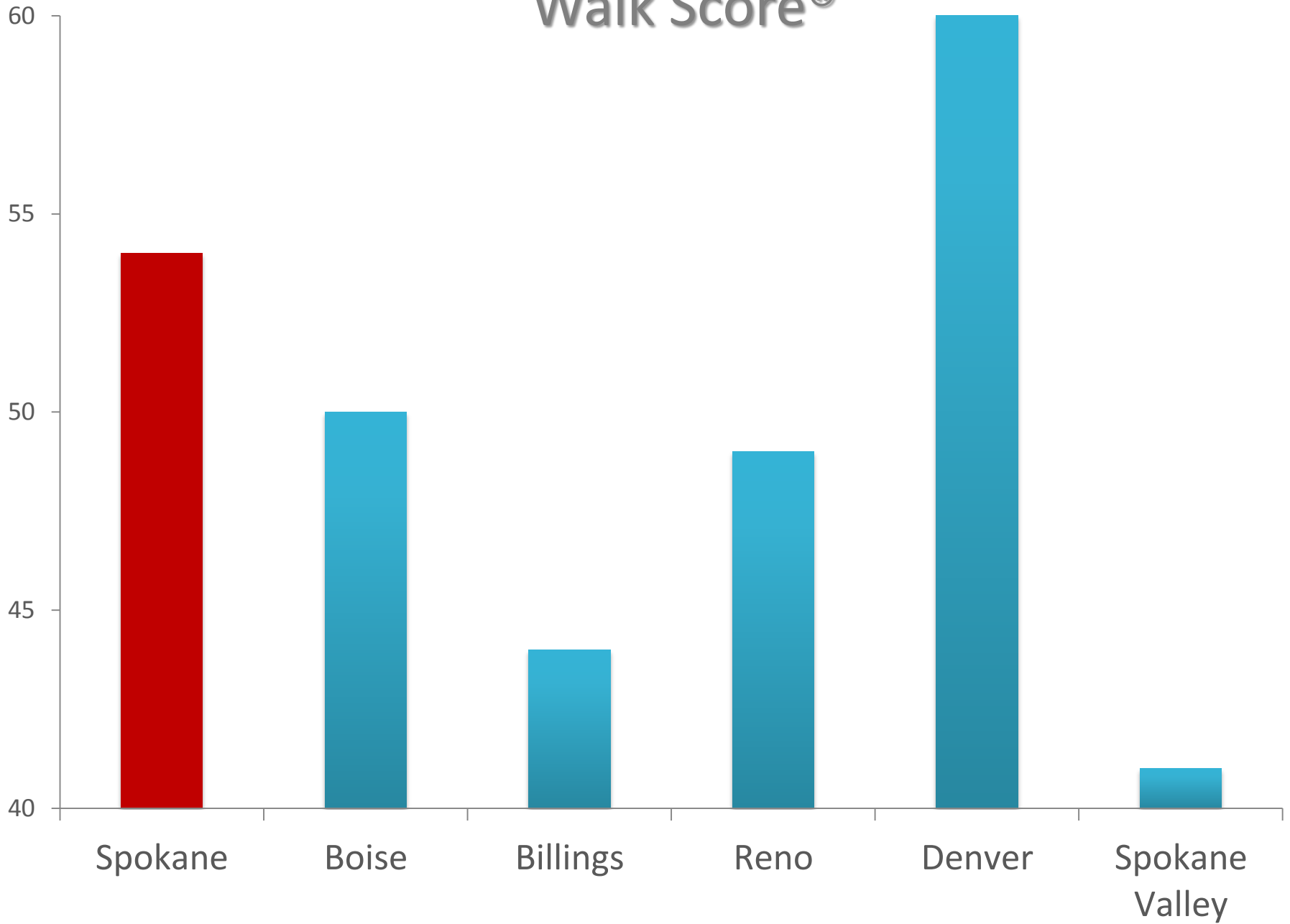
Residents per square mile

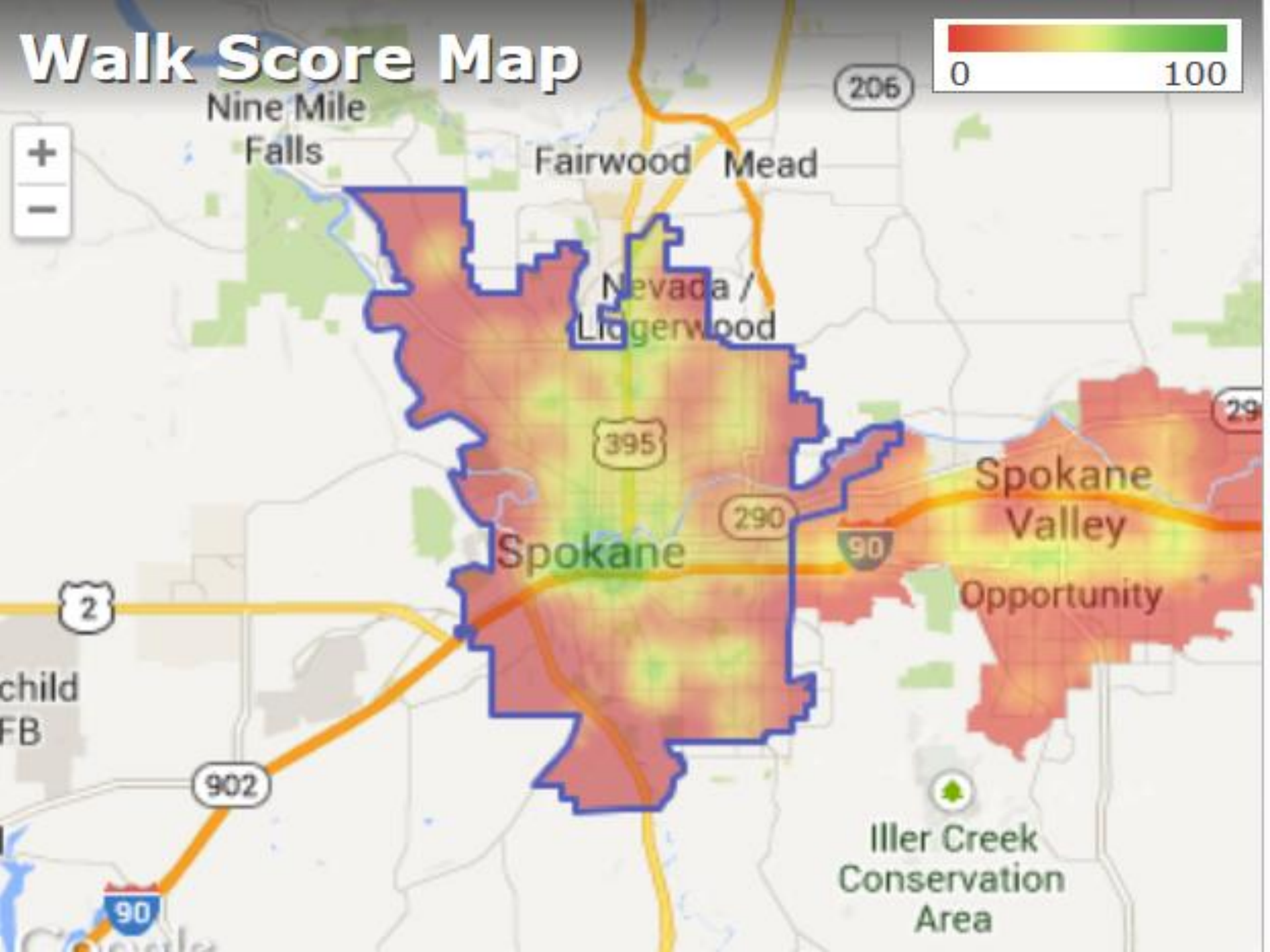


Employees per square mile

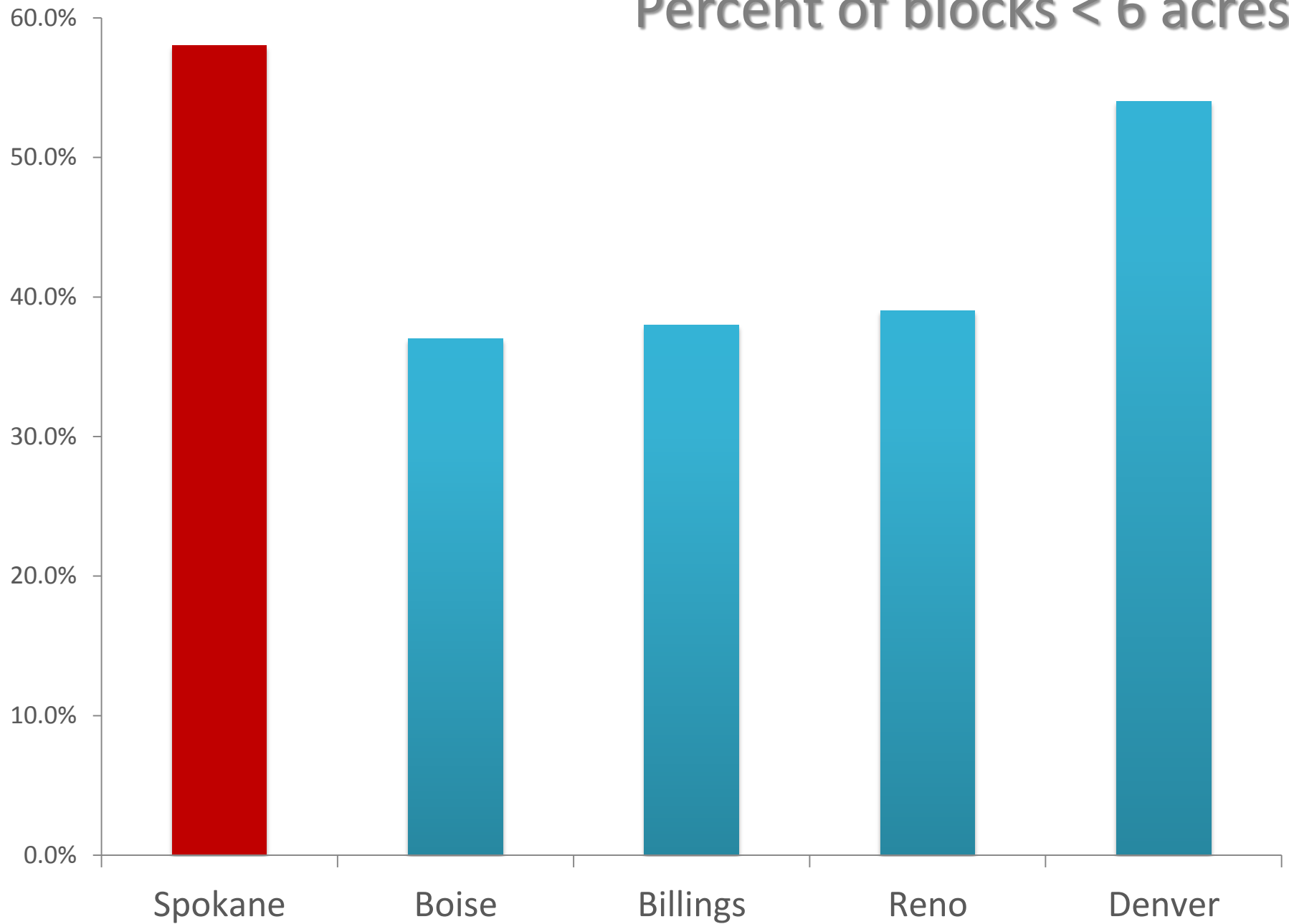


Walk Score®





Percent of blocks < 6 acres



Block Size

