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

- 77% Drive Alone
- 10% Car or Vanpool
- 5% Work From Home
- 3% Walk
- 3% Use Public Transportation
- .7% Ride a Bicycle
- .4% Ride a Motorcycle
- .7% Other Means
Annual Transit Trips per Capita

- Spokane: 34.0
- Boise: 5.0
- Salt Lake City: 20.0
- Minneapolis: 15.0
- Charlotte: 13.0
- Tucson: 30.0
Walk/Bike Commuting to Work

- Spokane: 0.0%
- Boise: 0.5%
- Billings: 4.0%
- Reno: 3.0%
- Denver: 3.0%
Percent of blocks < 6 acres

- Spokane: 55.0%
- Boise: 38.0%
- Billings: 40.0%
- Reno: 39.0%
- Denver: 57.0%