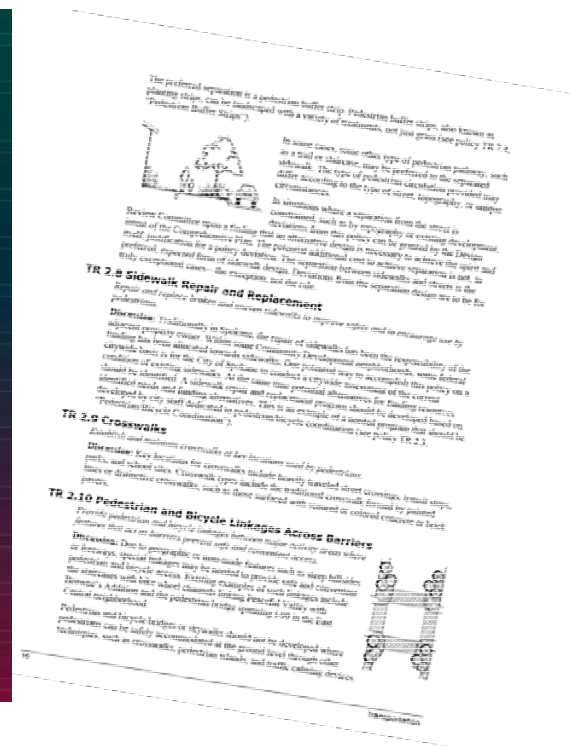
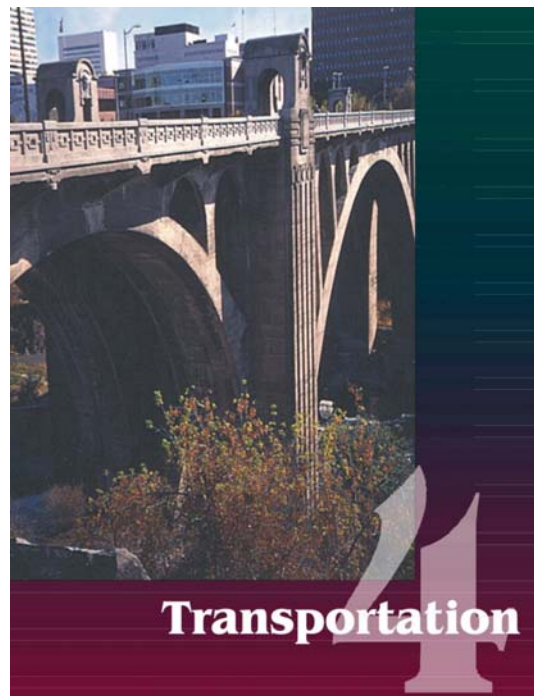




*Link Spokane:*

# Updating Chapter 4 of the Comprehensive Plan

## Integrating Transportation & Utility Infrastructure Planning



# What is Link Spokane?

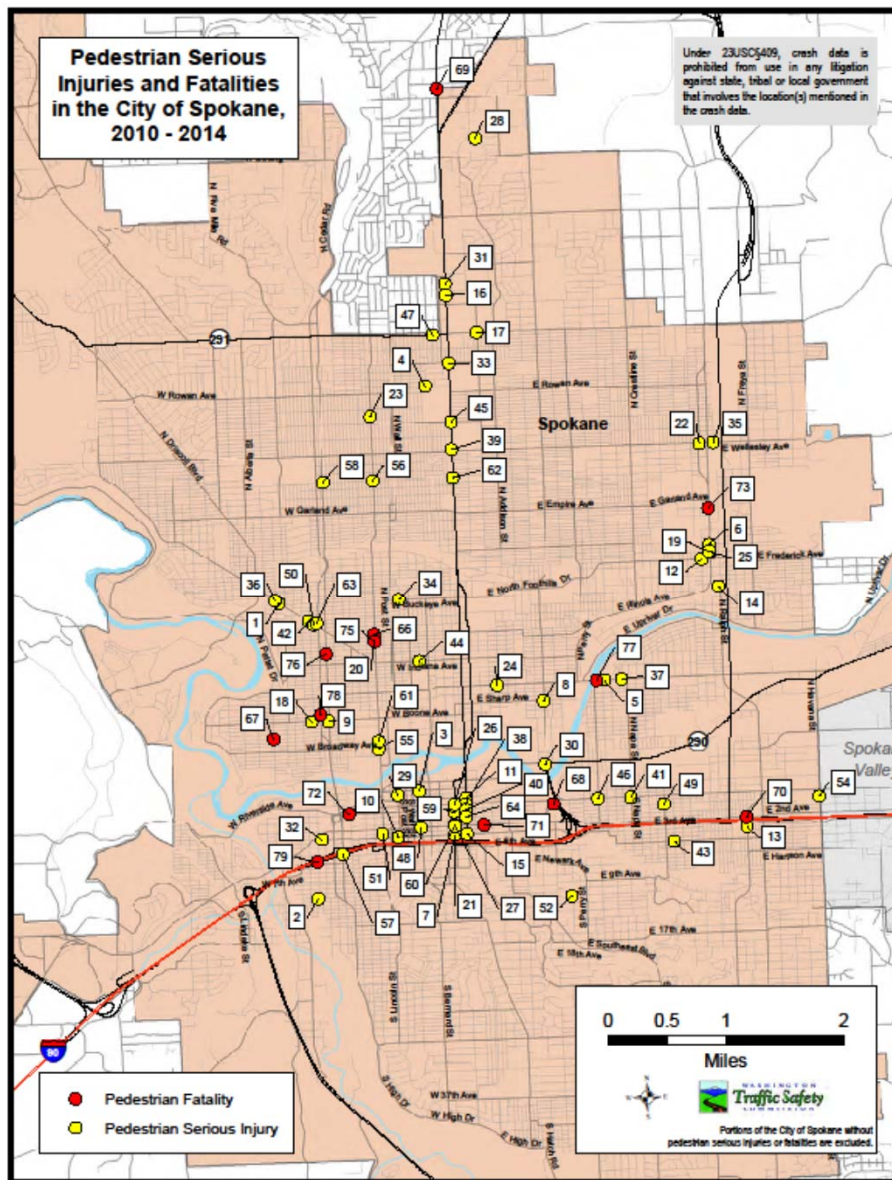
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- Preparing Spokane for the next 20 years – what does the city value, what transportation and utility infrastructure does it invest in?
- **Update** of the Transportation Chapter of the Spokane Comprehensive Plan including portions of the Capital Facilities Chapter.
- Address the current and future needs of all modes of transportation (including cars, freight, transit, pedestrians and bicyclists) while meeting the needs of the city's current and future land uses
- Capital Facility Integration – where possible integrate with other City investments in utilities such as storm water infrastructure



# Updated Plan Features

- Pedestrian Master Plan (Adopted November 2015)

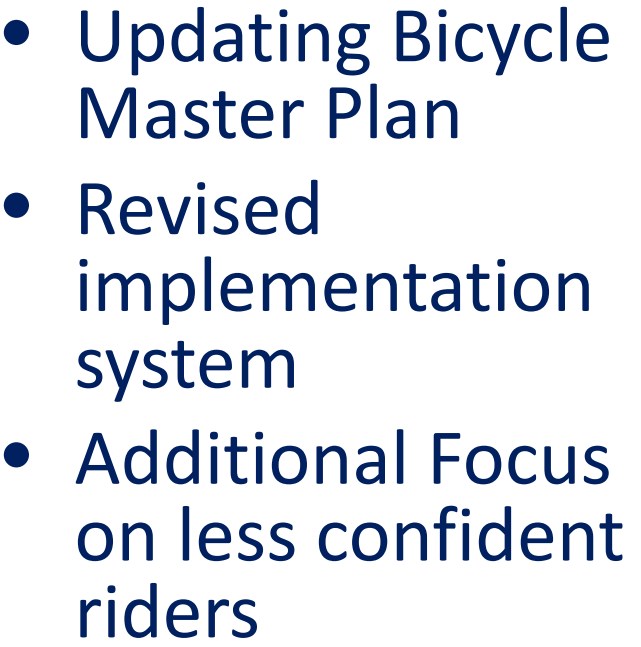




# Updated Plan Features

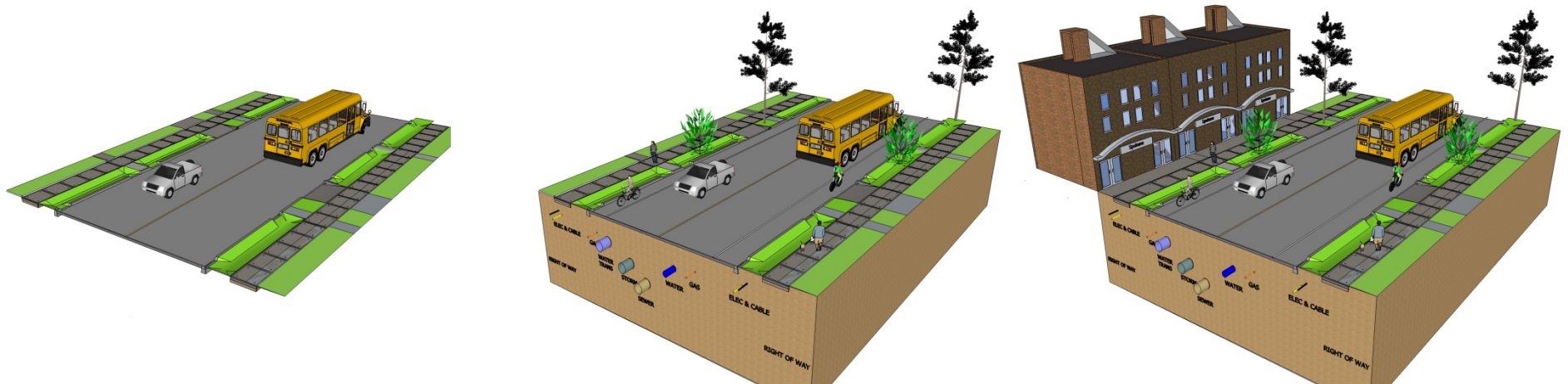
- Project Selection Matrix
  - A transparent method for how capital projects are selected for the City's 6-year program
  - Based upon City's transportation goals

		Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity				Respect Natural and Neighborhood Assets				Enhance Public Health and Safety				Maximize Public Benefits and Fiscal Responsibility with Integration									110																			
Project Name	Project Location	Person Capacity	Network Connectivity	Sum	Neighborhood Accessibility	Regional Accessibility	Disadvantage Accessibility	Sum	Freight/ Goods movement	Development & Redevelopment Potential	Sum	Air Quality	Water Quality	Neighborhood/District Impact	Sum	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Sum	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Sum	Ped Score	Paving area (curb to curb, sq yd)	Estimated Cost (per sq yard)	Year Const	Council District																			
Five Mile Rd.	Strong to Lincoln	Intersection	Connects 2 modes	##	1-2 destinations	##	none	0	##	##	T4	50%-75% built out	0	Neutral	Neutral	Neutral	##	Medium	bike lane		improve s sw	##	None	None	None	>75% funded	0	##/A																					
Rowan paving	Driscoll to Maple-Ash	add bike lanes, sidewalk, pathway	Connects 1 mode	##	1-2 destinations in project limits	##	none	0	##	##	T4	Built out for zoning	0	Neutral	Neutral	Neutral	##	None	bike lane		improve s sw	##	None	None	None	>75% funded	0	##/A																					
Wellestey	Haven to Freya			##		##		##	##			0														0	##/A																						
TJ Meenach paving	NW Blvd. to river	add bike lanes, sidewalk, pathway	Connects 1 mode	##	none	0	destination s near project limits	2	##	##	T2	50%-75% built out	0	Neutral	Neutral	Neutral	##	None	d lane, greenway, controll		improve s sw	##	None	None	None	>75% funded	0	##/A																					
Riverside Avenue	Bernard to Division	5k-10k ADT	Connects 1 mode	2	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	32.0	8933	\$	982,630		2	
Sprague	Division to Hamilton overpass	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 40-60	3	<50% funded (any source)	4	8	35.3	24128	\$	2,654,080		?
Hayford Road	48th to McFarlane	5k-10k ADT	Connects 1 mode	2	4	none	0	destination s near	2	0%-6.92%	0	1	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	none	0	2	None	0	1975-1994	2	PCI 0-20	5	grant eligible	1	4	16.5		\$	-		2	
Lindeke Street - 15th	Sunset Blvd to 195	< 5k ADT	Connects 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	14.0	15534	\$	1,708,740		2	
4th Avenue	Sunset to Maple	5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destination s near	2	32.91% +	5	5	T5	1	None	0	1	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 20-40	4	grant eligible	1	8	25.0	5715	\$	628,650		2
4th Avenue	Jefferson to Division	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7		\$	-		2



# What is Link Spokane?

- Updated Vision, Goals, and Policies
- Infrastructure Integration
  - Updating and rebuilding the City's Transportation, Water, Sewer, and Stormwater systems
- Transportation - Land Use Connection







TRANSPORTATION SUPPORTING LAND USE





**TRANSPORTATION SUPPORTING LAND USE**





TRANSPORTATION SUPPORTING LAND





**TRANSPORTATION SUPPORTING LAND USE**



# Integrated Infrastructure Opportunities

- Spokane incorporated in 1881 – Many areas with infrastructure nearing the end of its life
  - Streets, Water, Sewer, Sewer Overflow
  - Inadequate services hindering redevelopment



# Integrated Infrastructure

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- Predicted - Fewer Transportation Capital Dollars
  - Leverage Stormwater Runoff Spending
  - Leverage Combined Sewer Overflow Spending
  - Many (newer) Uses of Right-of-Way





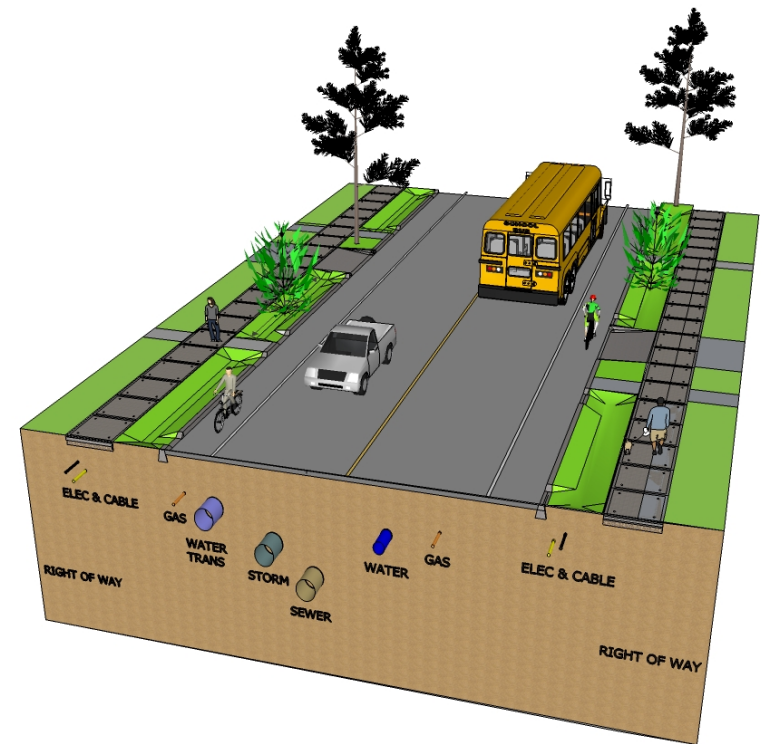
# How are Street Projects Funded?

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- The City has historically relied on the **General Fund** to help pay for maintenance of roads and Federal or State **competitive grants** for capital projects.
- Over the last 10 years several *new* funding sources have been developed:
  - **2004**: \$117 million 10-Year Street Bond (passed by 61.3% of City voters). Completed in 2015.
  - **2008**: A Transportation Impact Fee Ordinance adopted by City Council requiring developers to help pay City costs to provide public services to new development.
  - **2010**: Transportation Benefit District with \$20 vehicle License Tab Fee created by City Council for residential streets.
  - **2014**: 20-year Arterial Street Levy (passed by 78% of City voters) (maintenance & repair funding).
  - **2014**: Utility Lease Payments
  - **2015**: Stormwater Green Bonds - \$200M

# It's All About Integration!

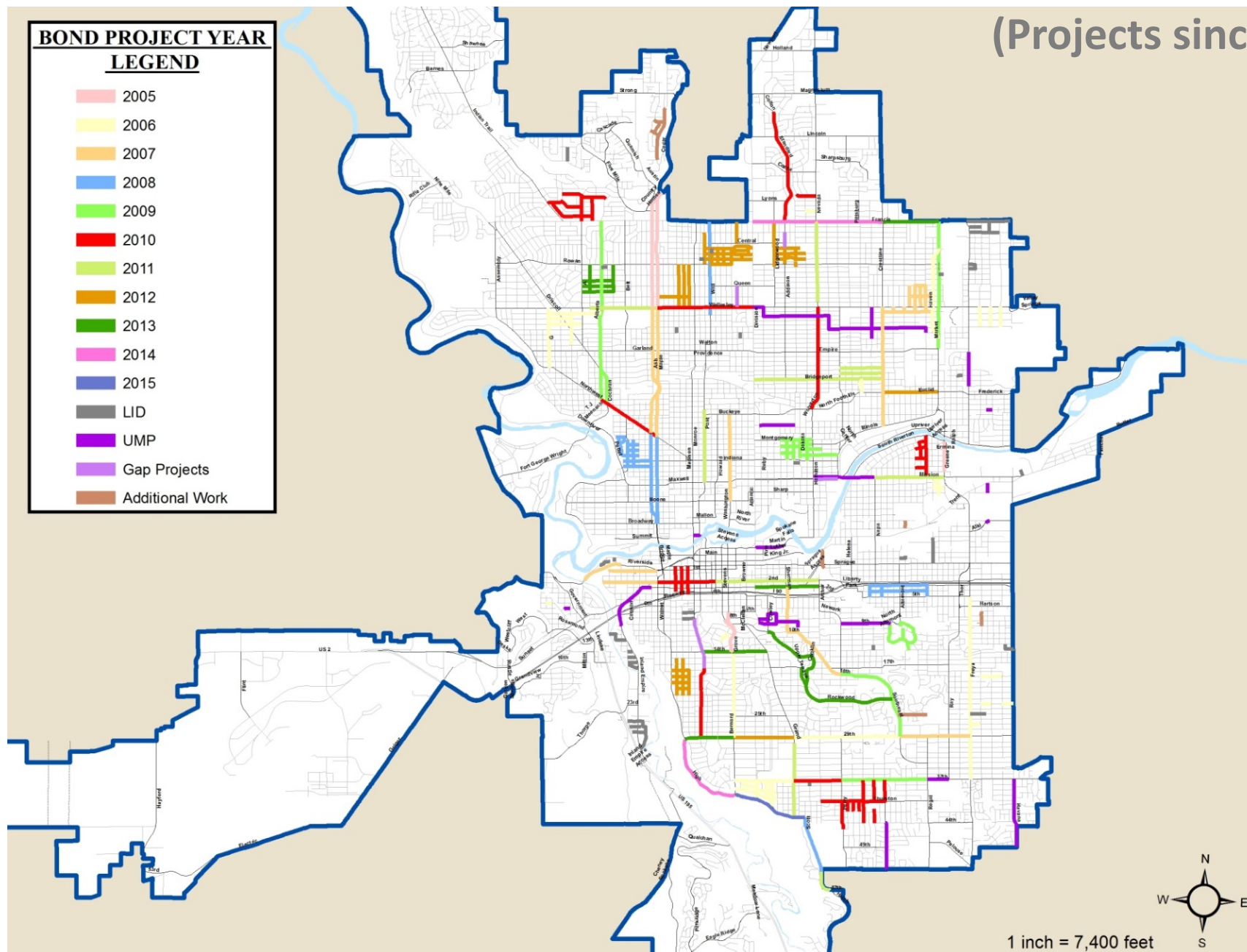
- Integrated Streets consider:
  - Pavement condition
  - Multi-modal transportation components—bike lanes, pedestrian improvements, mass transit
  - Storm water management
  - Public & private utility infrastructure
  - Economic Development opportunities
- Integrated Streets Components come together as “Link Spokane”



**3-Dimensional View of Streets**

# 10-Year Street Bond Program + Gap Projects + Additional Work

(Projects since 2005)





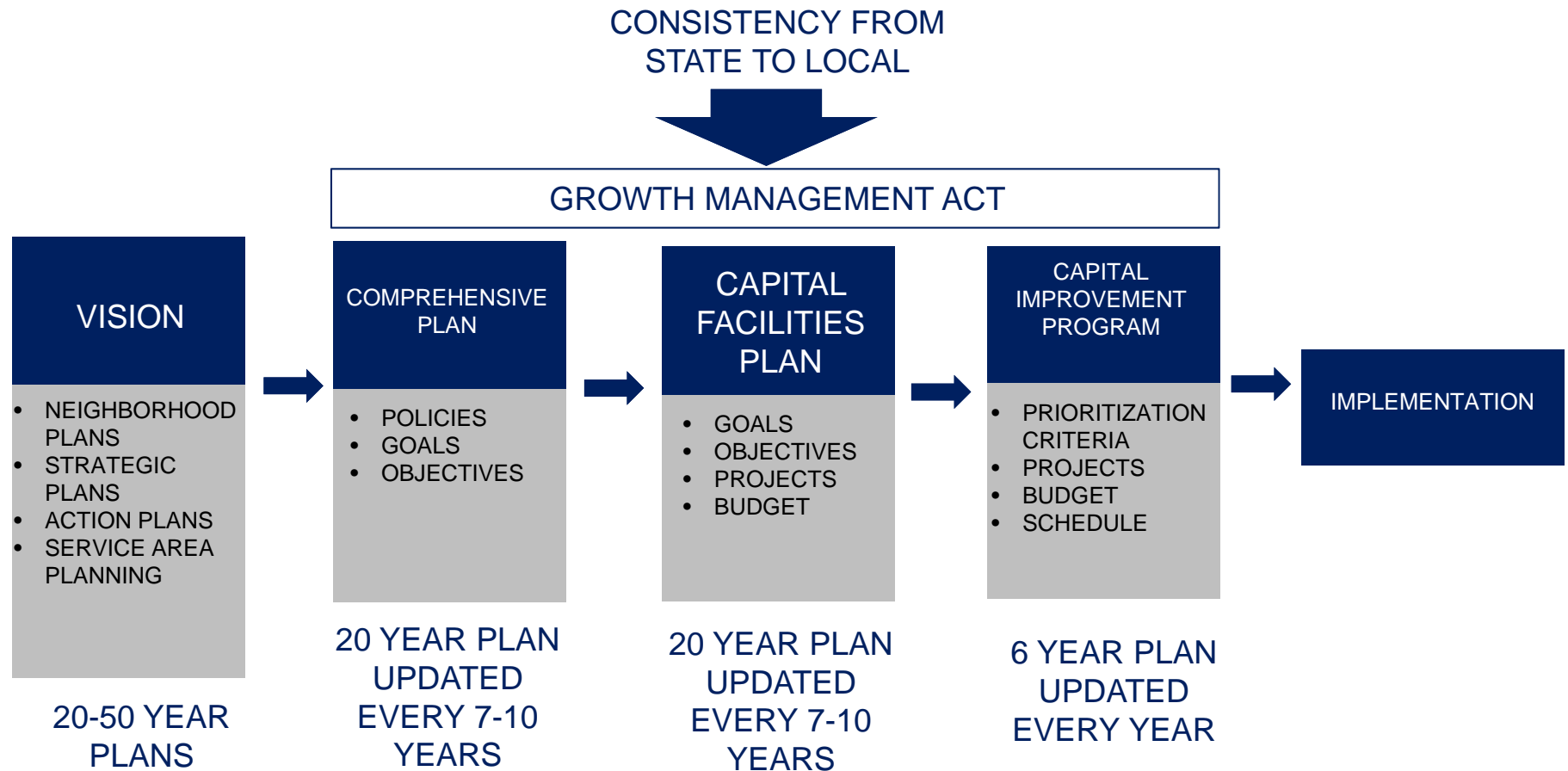
# Integrated Plan Objectives

*Environmentally & Financially Responsible*

- Cleaner River faster.
  - Prioritize work that has a greater impact on pollutants.
- Implement cost-effective & innovative technologies.
  - Add “green” technologies.
  - Right-size existing projects.
- Holistic integration with other critical infrastructure.
  - Solve multiple problems.
  - Better streets, new water mains, better parks...

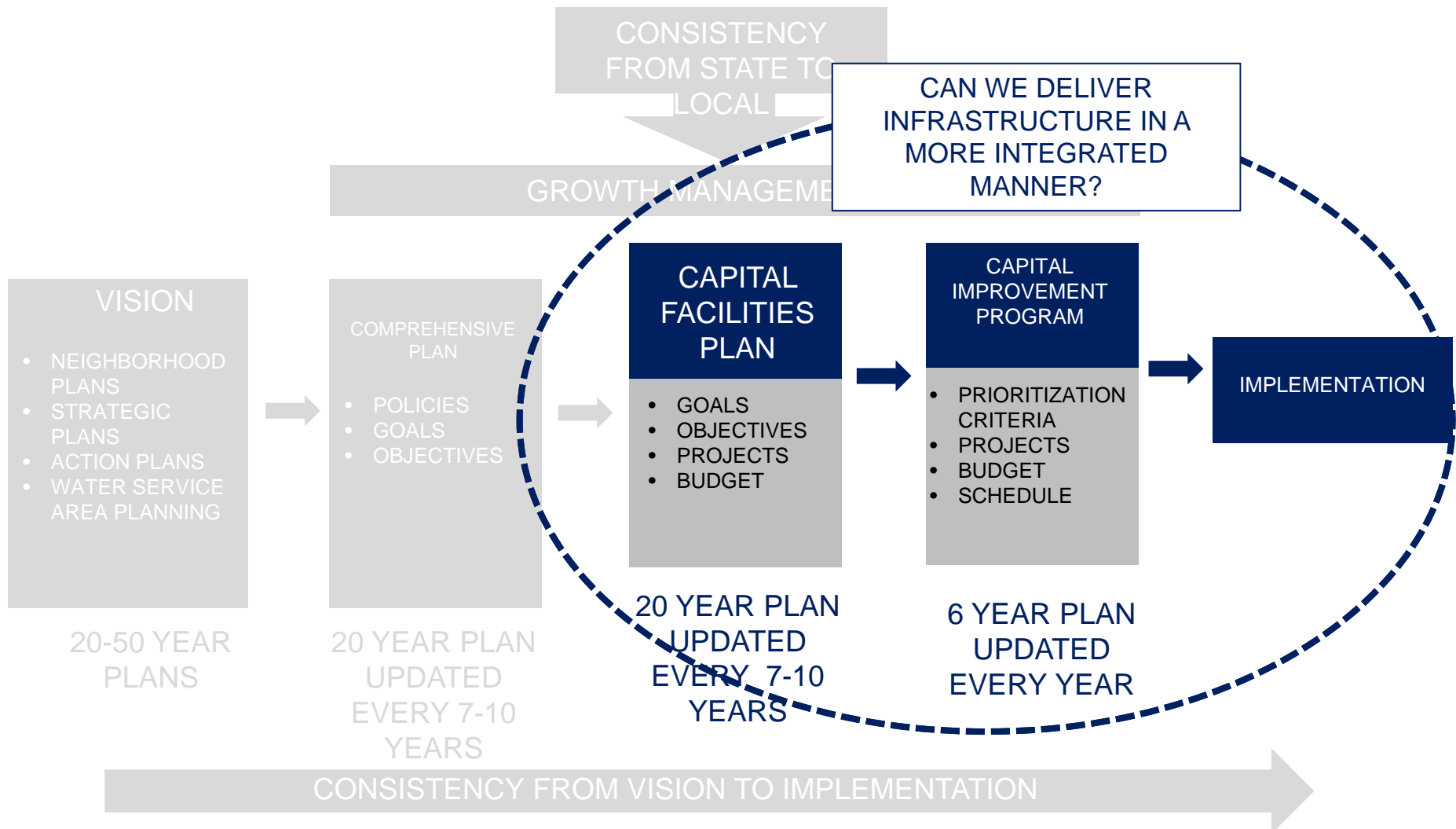


# Infrastructure Planning Context



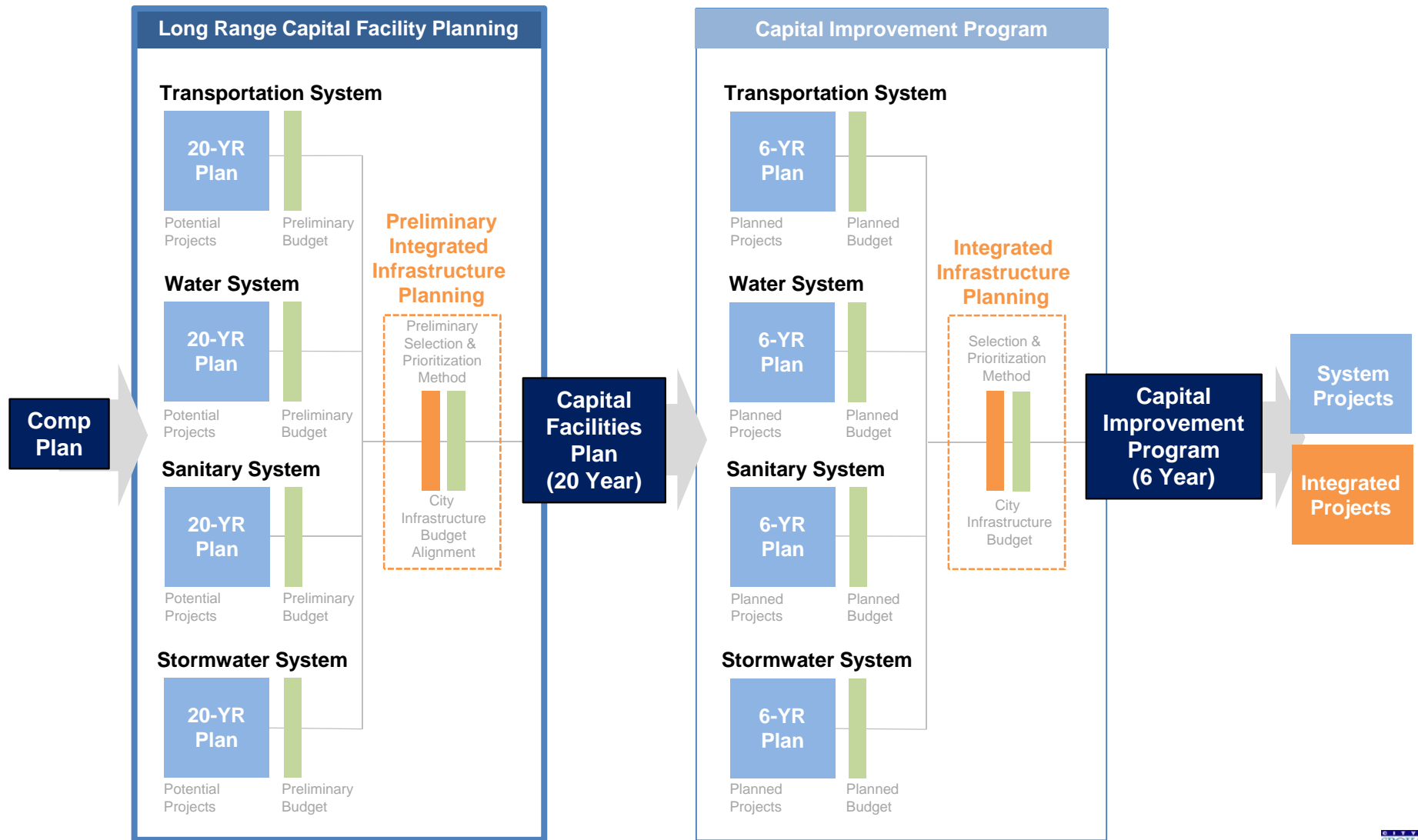
CONSISTENCY FROM VISION TO IMPLEMENTATION

# Infrastructure Planning





# Integrated Infrastructure Framework



# What Does This All Mean?

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- Great opportunity to be SMART about how we look at our future needs within a three-dimensional, integrated right-of-way. We have developed a new framework for how we're delivering projects.
- Update the Transportation Chapter to reflect this framework and put the City in the right place to accomplish what it wants
- Spokane's investment strategy will include a balanced multimodal transportation system.
- The update of the Transportation Chapter will have to offer financially sound goals.

# Timeline

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- Aligning this project with overall Comprehensive Plan update
- Vision / Goals / Policies – Summer 2016
- Transportation Chapter edits – Fall 2016
- Review draft Transportation Chapter – Winter 2016





*Vision +* **Link**Spokane*Values*



## Current Vision Statement

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*“Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respect property and the environment”*



# Values Identified in Current Comprehensive Plan

- Ensuring mobility and access within the city.
- Maintaining the ability to access quickly the outdoors from the city.
- Decreasing north-south congestion.
- Increasing the variety and public awareness of transportation choices.
- Developing and maintaining good public transit.
- Maintaining roads.
- 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.

# A Vision Statement...

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- Provides an **overarching statement of desired outcomes**, and leads to well defined goals and objectives. Usually a vision statement is **concisely worded**, but **broad in its reach**, and is intended to be **compelling and inspiring**.
- Is **the "hook"** that captures the imagination, the vision statement addresses several key issues



## Current Vision Statement

---

*“Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respect property and the environment”*

# 1<sup>st</sup> DRAFT Vision Statement

*“Citizens of Spokane will have a variety of transportation choices that allow safer access and mobility throughout the region; that promotes healthy living; that supports land use and respects the environment; encourages economic development; and that provides affordable community development by integrating transportation and city utility infrastructure planning”*



# Vision Idea Brainstorm

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access affordable belonging civic community **connected** cost-  
efficient development **economic** efficient enhancing  
**health** **livable** environmental equity living mobility  
**multi-modal** opportunity outcome personal property  
**safe** protection regional safety social stewardship  
**sustainable** **variety** vitality

## 2<sup>nd</sup> DRAFT Vision Statement

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*“Spokane will have a **multimodal** transportation system that provides **safe** and efficient mobility, supports **economic** and community vitality, and promotes a **healthy, livable** community.*



# FINAL DRAFT Vision Statement

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Spokane will have a well-maintained multimodal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

# FINAL DRAFT Values

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## **Well-maintained multimodal transportation system**

- Year-round accessibility for all
- Inclusivity
- Diversity

## **Safe and efficient mobility for all**

- Safety, including protecting vulnerable users
- Individual Time
- Enhancing personal choice

## **Economic and community vitality**

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

## **A healthy, livable community**

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship



# *Link Spokane:* **Existing Goals & Policies**



# Goal Definition

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- “Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane”

— Spokane Comprehensive Plan

# Existing Transportation Goals

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## ☐ 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

- 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 3 TRANSPORTATION AND LAND USE

- 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 4 EFFICIENT AND SAFE MOBILITY

- Goal: Design and maintain Spokane's transportation system to have efficient and safe movement of people and goods within the city and region.

## ☐ TR 5 NEIGHBORHOOD PROTECTION

- Goal: Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic.

# Existing Transportation Goals

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## ☐ 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.

## ☐ TR 7 SENSE OF PLACE

- Goal: Foster a sense of community and identity through the availability of transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

## ☐ TR 8 REGIONAL PLANNING

- Goal: Plan for transportation on a regional basis.

## ☐ TR 9 EQUITABLE FUNDING

- Goal: Finance a balanced, multimode transportation system using resources efficiently and equitably.

## ☐ TR 10 THE FUTURE

- Goal: Prepare for the future and changing transportation needs resulting from changing populations, technology, and trends.



# Existing Transportation Goals

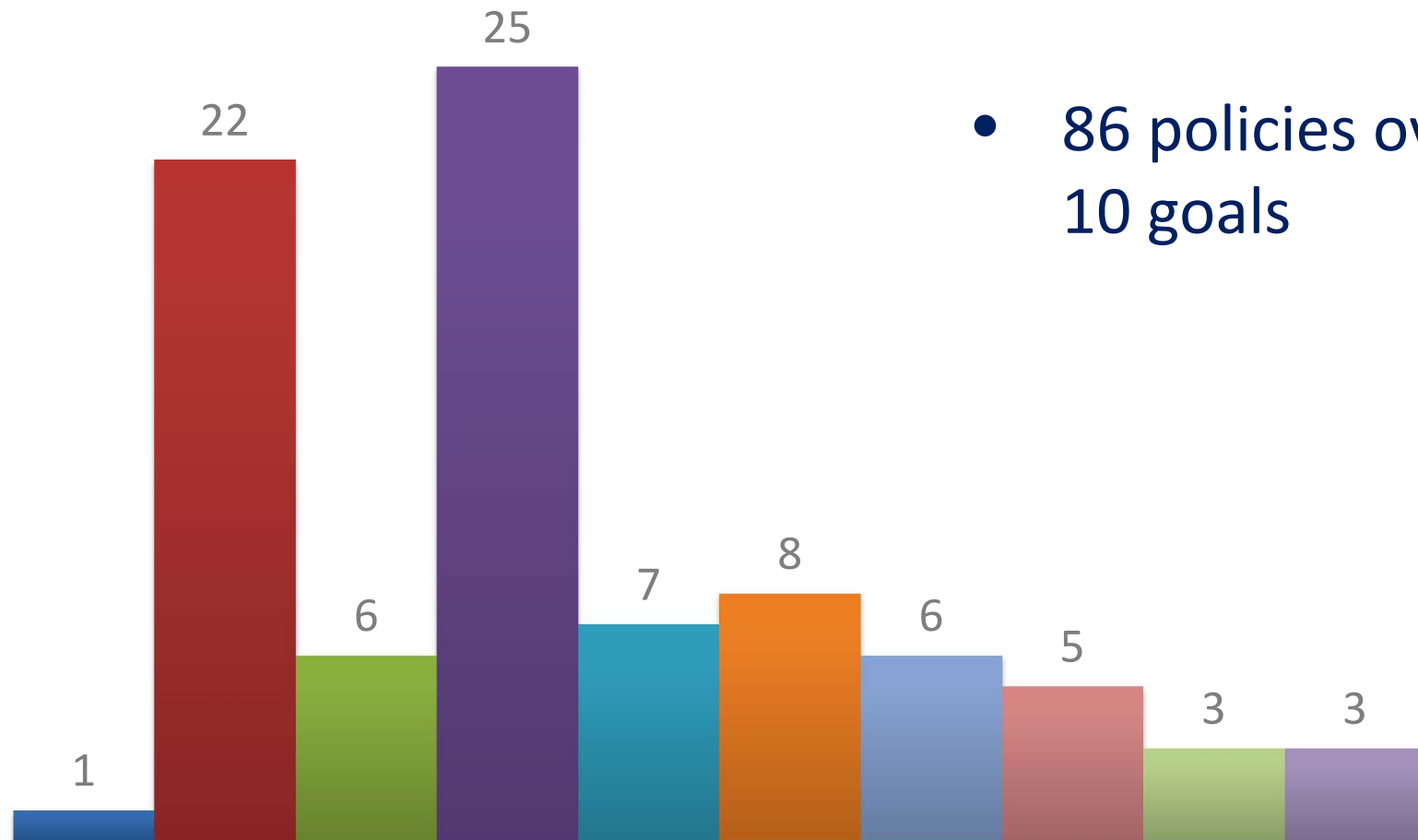
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- TR 1: Overall Transportation
- TR 2: Transportation Options
- TR 3: Transportation and Land Use
- TR 4: Efficient + Safe Mobility
- TR 5: Neighborhood Protection
- TR 6: Environmental Protection
- TR 7: Sense of Place
- TR 8: Regional Planning
- TR 9: Equitable Funding
- TR 10: The Future

**2013 Audit  
found weak  
correlation  
between goals  
and built  
environment**

# Policies by Goals

- 86 policies over 10 goals



■ Overall Transportation  
■ Efficient + Safe Mobility  
■ Sense of Place  
■ The Future

■ Transportation Options  
■ Neighborhood Protection  
■ Regional Planning

■ Transportation + Land Use  
■ Environmental Protection  
■ Equitable Funding

STREET PROGRAM CONSISTENCY SHEET New Projects Added to Six-Year Program (2016-2021)																																															
TR:	1.1	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	3.1	3.2	3.3	3.4	3.5	3.6	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.10	4.11	4.12	4.13	4.14				
Maxwell-Mission Ave Lane Reduction	X	X	X	X			X	X		X				X	X	X	X								X		X			X	X	X	X	X							X				X		
Crestline St Lane Reduction	X	X	X	X			X	X		X				X	X	X	X								X		X				X	X	X	X								X				X	
Monroe St Lane Reduction	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X		X			X	X	X	X								X			X	X		
Sharp Ave Pervious Asphalt Pilot	X	X	X	X	X	X	X	X			X	X															X				X	X	X	X								X				X	
1st Ave Preservation	X				X						X			X	X	X	X								X		X				X										X				X		
Erie St Paving	X	X	X	X			X	X			X	X		X											X		X				X					X					X				X		
Indiana Ave Reconstruction	X	X	X	X	X	X	X	X		X			X	X	X	X	X								X		X				X	X	X	X								X		X	X		
Rowan Ave Reconstruction	X	X	X	X	X	X	X	X		X			X	X	X	X	X		X	X		X			X	X	X				X	X	X	X								X				X	
Sunset Blvd Preservation	X	X	X	X			X	X		X				X	X	X	X			X	X	X	X		X	X	X				X	X	X	X	X								X				X
TJ Meenach Reconstruction	X	X	X	X			X	X	X	X	X	X		X	X	X	X			X	X						X					X	X	X								X				X	
Five Mile Rd Reconstruction	X	X	X	X			X	X		X			X	X	X	X	X								X		X				X	X	X	X								X				X	
Ray St Preservation	X								X	X															X						X				X							X				X	
Division St Gateway Hardscaping	X	X	X	X	X	X	X	X	X	X	X														X		X		X	X	X	X	X								X	X	X			X	
Mission Ave, Division St. to Hamilton St.	X				X				X	X			X												X						X				X						X				X		
South Gorge Trail	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X	X	X					X	X	X				X	X	X							X					X		
Centennial Trail @ Mission Gap Ph1	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X								X						X								X					X		
25th Ave Reconstruction	X	X	X	X			X			X	X								X	X					X	X	X				X					X						X				X	

When identifying projects for the 6-year capital program list, staff identifies consistency with ALL 86 policies







# *Link Spokane:* Goal & Policy Guidance

LinkSpokane



# Federal Planning Factors

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- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for **motorized and non-motorized** users.
- Increase the **accessibility and mobility** of people and for freight.
- Protect and enhance the **environment**, promote energy conservation, **improve the quality of life**, and **promote consistency** between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote **efficient** system management and operation.
- Emphasize the **preservation** of the existing transportation system.



# State/Regional/Local Guidance

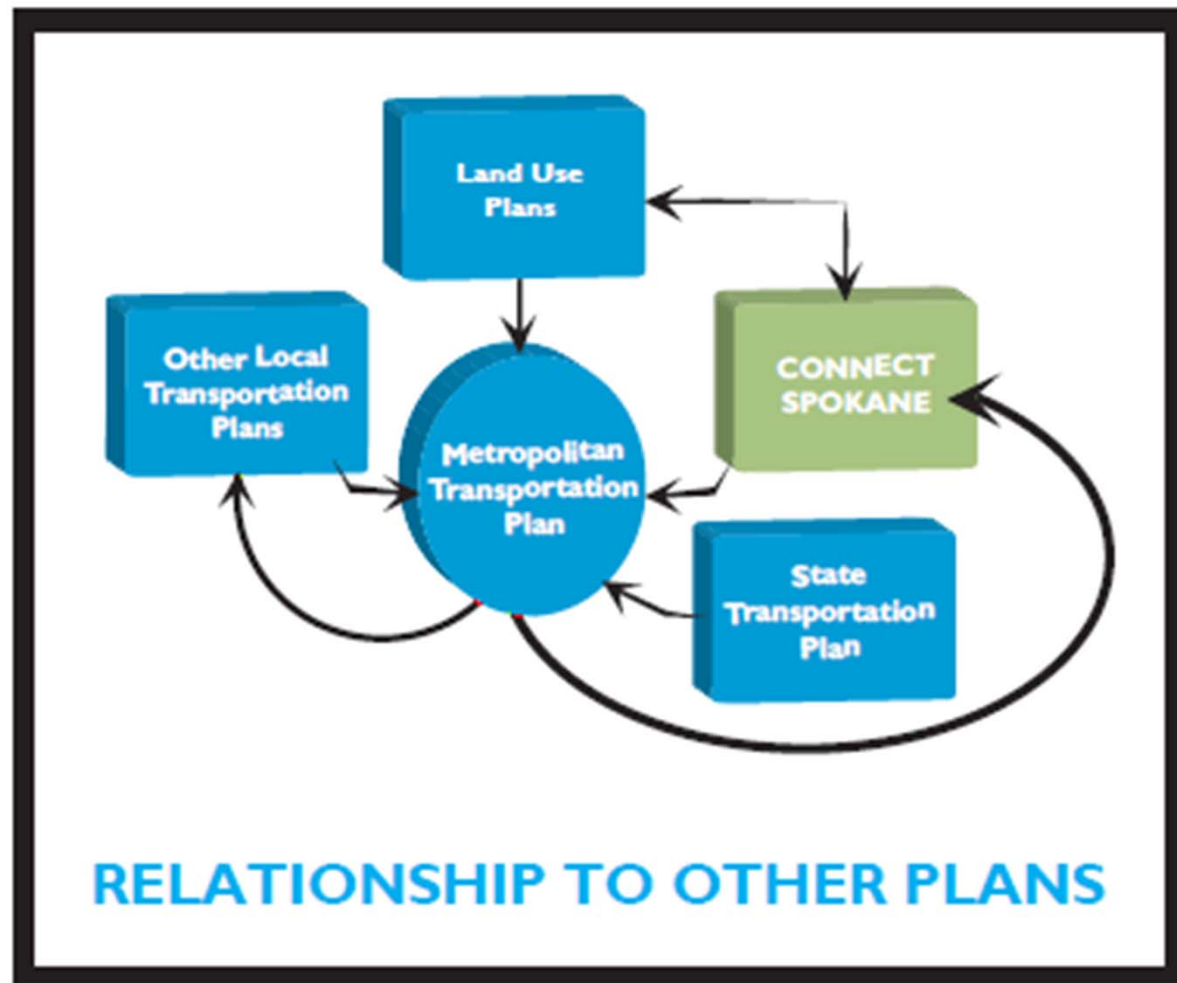
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- WSDOT State Transportation Policy
  - Eastern Region projects/programs
- *STA Connect Spokane*
- *SRTC Horizon 2040*
  - Guiding Principles
  - Implementation Toolkit
- City of Spokane Transportation Project Evaluation Matrix

# Statewide Transportation Policy Goals

- **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility** (addressing congestion): To improve the predictable movement of goods and people throughout Washington state.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness and efficiency of the transportation system.
- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

# STA Connect Spokane





# SRTC Horizon 2040: Guiding Principles



# SRTC Horizon 2040: Guiding Principles

## **GUIDING PRINCIPLE 1: ECONOMIC VITALITY**

Investments and improvements in the regional transportation system will promote economic vitality by focusing on moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within major economic activity centers, will stimulate commerce. Horizon 2040 should prioritize and coordinate regional transportation investments aimed toward the development of a multimodal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.

### **POLICIES - To promote economic vitality and prioritize transportation investments, Horizon 2040 will:**

- 1a. Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.
- 1b. Create an environment that supports new and expanding business opportunities.
- 1c. Make transportation investments that support both maintaining existing jobs and creating new jobs.
- 1d. Improve transportation quality and efficiency in areas of existing development.
- 1e. Support the efficiency of freight movement.

## **GUIDING PRINCIPLE 2: COOPERATION AND LEADERSHIP**

Horizon 2040 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2040 will help coordinate efforts to communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

### **POLICIES - To provide a regional forum for transportation planning and funding, Horizon 2040 will:**

- 2a. Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.
- 2b. Incorporate public processes in significant planning efforts.
- 2c. Participate in the development and maintenance of transportation related information necessary to support the functions and responsibilities of the agency.
- 2d. Promote regional transportation interests, plans and projects to local, state and federal public, and private entities.
- 2e. Coordinate transportation relevant data for shared use among regional stakeholders.
- 2f. Identify feasible funding sources and mechanisms beyond those typically identified in state and federal requirements.
- 2g. Strengthen avenues of involvement for low-income, minority, and/or transportation disadvantaged populations in the decision-making process.

# City of Spokane Transportation Project Evaluation Criteria

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- Provide Transportation Choices
  - Person Capacity
  - Network Connectivity
- Access To Daily Needs and Regional Destinations
  - Neighborhood Accessibility
  - Regional Accessibility
  - Disadvantaged Accessibility
- Promote Economic Opportunity
  - Freight / Goods Movement
  - Development & Redevelopment Potential
- Respect Natural & Neighborhood Assets
  - Air Quality
  - Water Quality
  - Neighborhood / District Impact
- Enhance Public Health & Safety
  - Vehicle Safety
  - Bike Safety
  - Ped Plan Priority Area
  - Ped Safety
- Maximize Public Benefits and Fiscal Responsibility with Integration
  - CSO Integration
  - Water Integration
  - Maintenance & Facility Condition





# *Link Spokane:* What We Have Heard – Key Themes

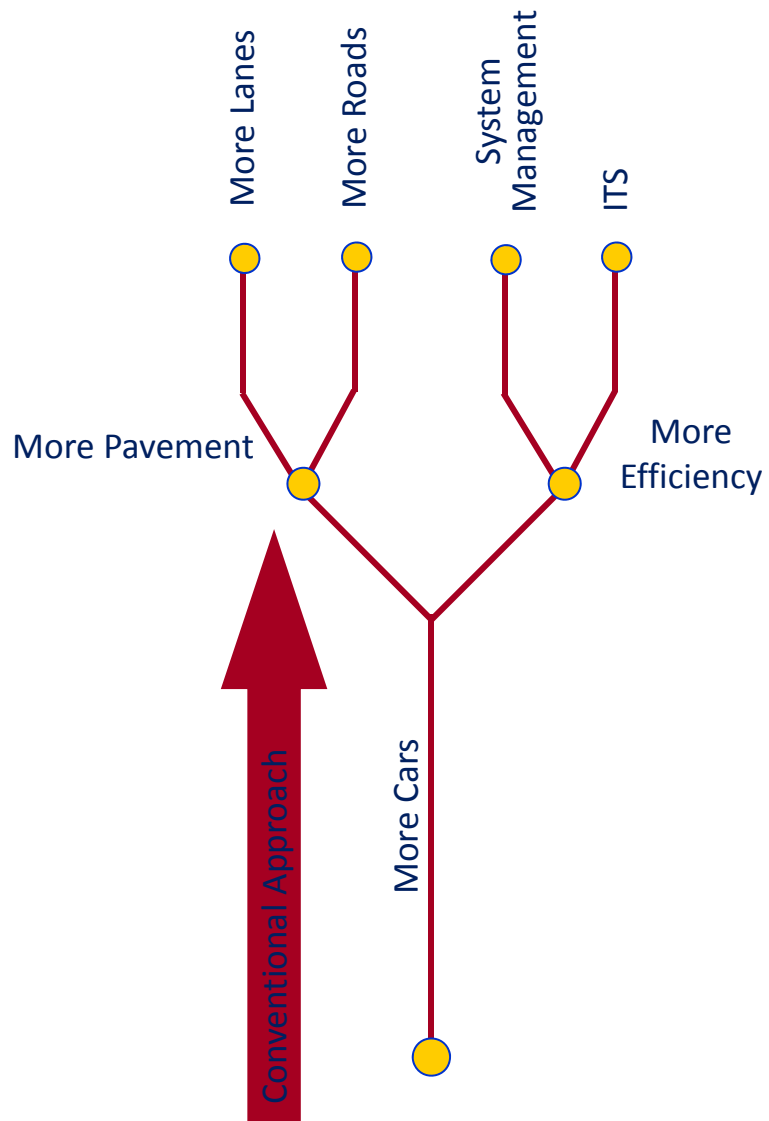


# Making Spokane a City of Transportation Choices

- Recognize that the car will remain the primary mode of transportation
- Provide viable transportation options
- Active Transportation (Bicycle and Pedestrian) Infrastructure

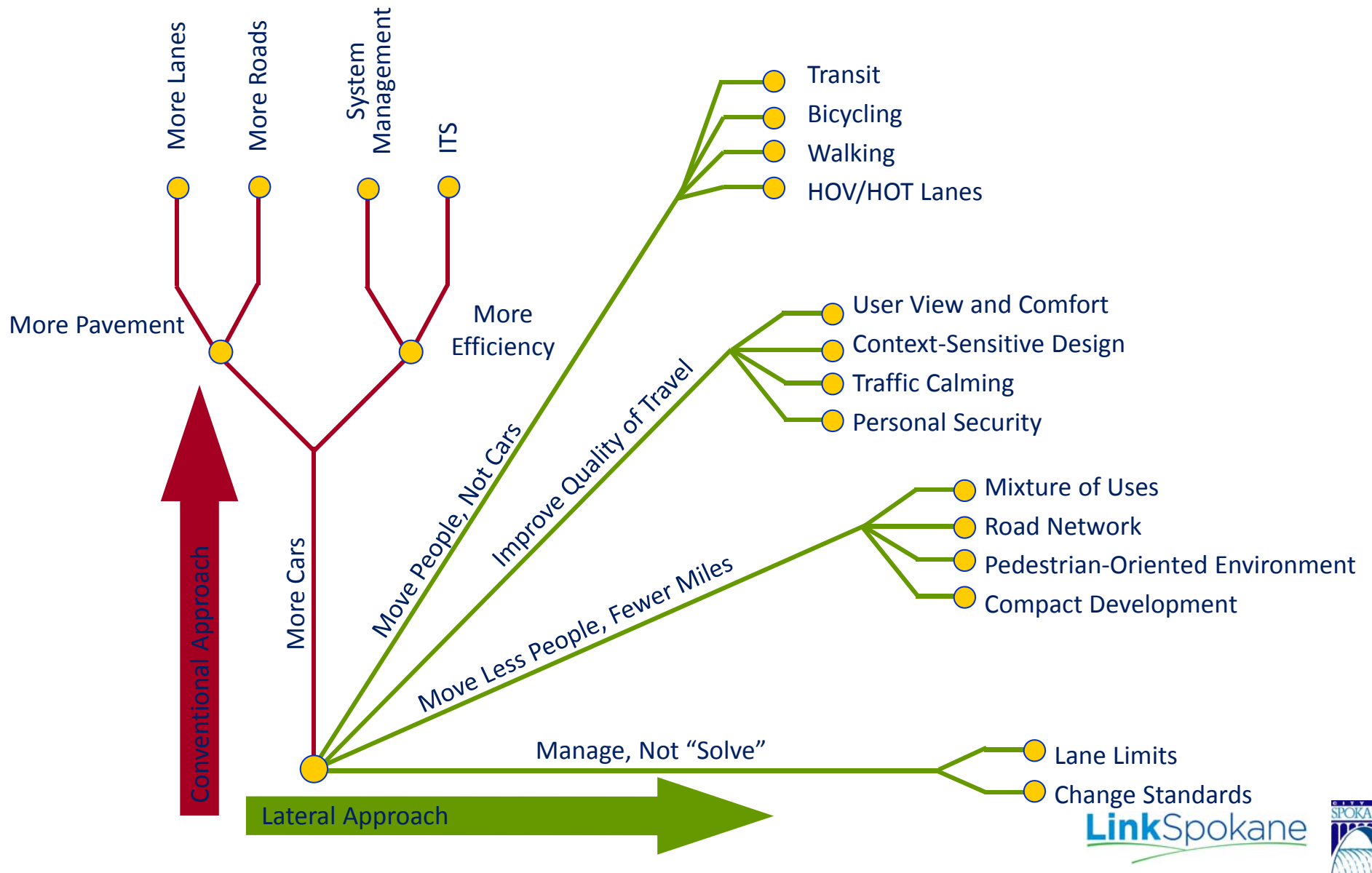


# Conventional Approach





# Balanced Approach





"Capacity" of a Street

Lockwood

Ian Lockwood, P.E.

# Integration - Maximize Public Benefits/Fiscal Responsibility

- Leverage transportation investments to meet multiple objectives (e.g. stormwater & CSO)
- Improve the movement of goods
- Lower maintenance costs
- Foster vibrant business districts
- Save households \$ (i.e. the “green” dividend)





# Fix it First

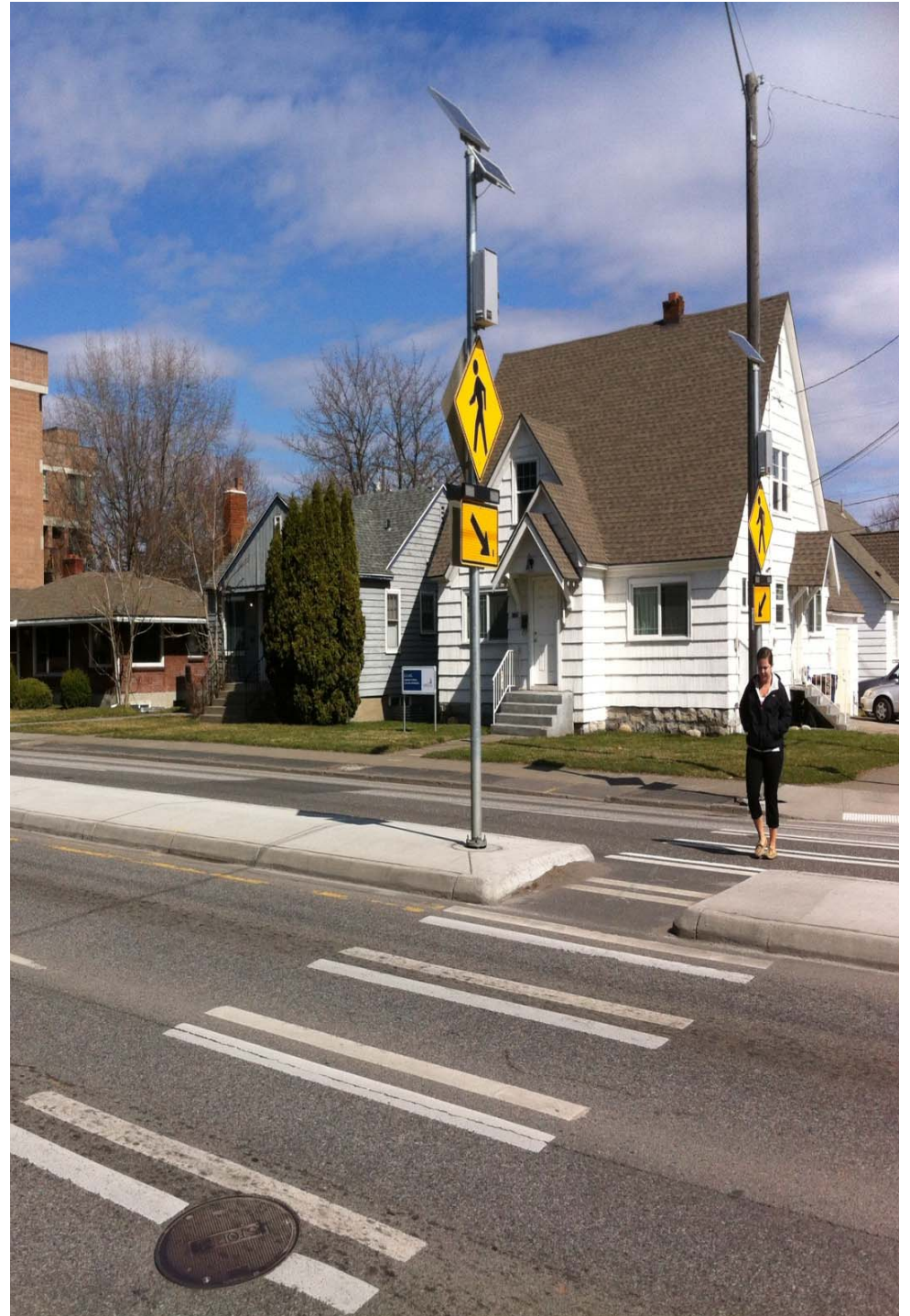
- Maintain our existing transportation assets
- Address backlog of maintenance
- Enhance and optimize what we already have
- Spokane has a great network of existing streets to work with (60% of blocks are less than 6 acres in size)





# Health & Safety

- Promote health through transportation choices
- Leverage investments to enhance public safety and promote positive health outcomes
- “Right-sizing” on appropriate streets, have reduced crashes by nearly 30 percent
- Build active transportation choices back into our daily lives



# Livable Streets

- Matching street design to the function of Spokane districts and neighborhoods
- Enhance neighborhood livability and mobility
- Livable streets are:
  - Safe and convenient for all users
  - Economically active in centers and along corridors
  - Multi-purpose and multi-functional







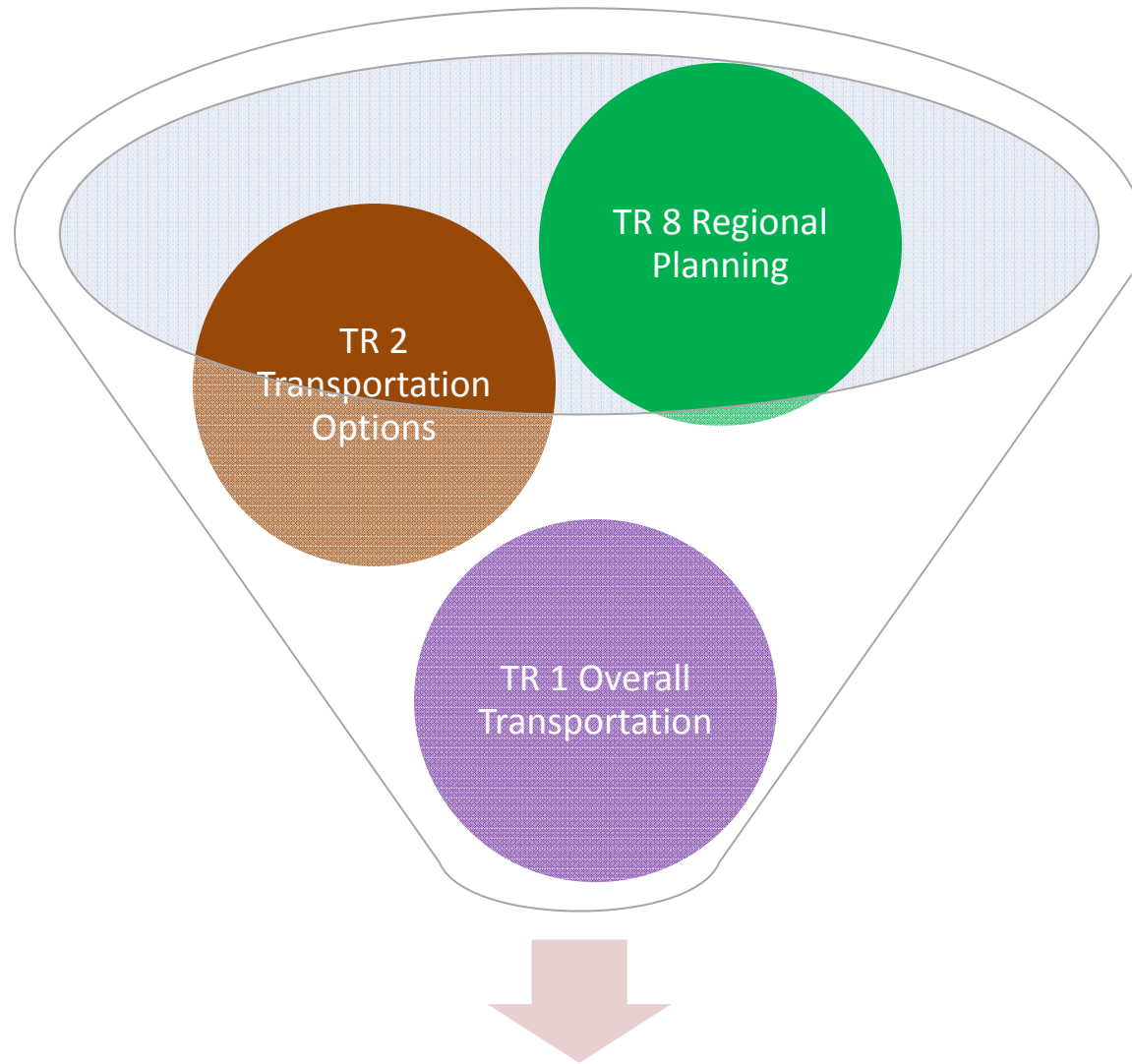
# *Link Spokane:* **Draft Goals**



# DRAFT Goals

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- Promote a Sense of Place
- Provide Transportation Choices
- Accommodate Access to Daily Needs & Priority Destinations
- Promote Economic Opportunity
- Respect Natural & Community Assets
- Enhance Public Health and Safety
- Maximize Public Benefits and Fiscal Responsibility with Integration

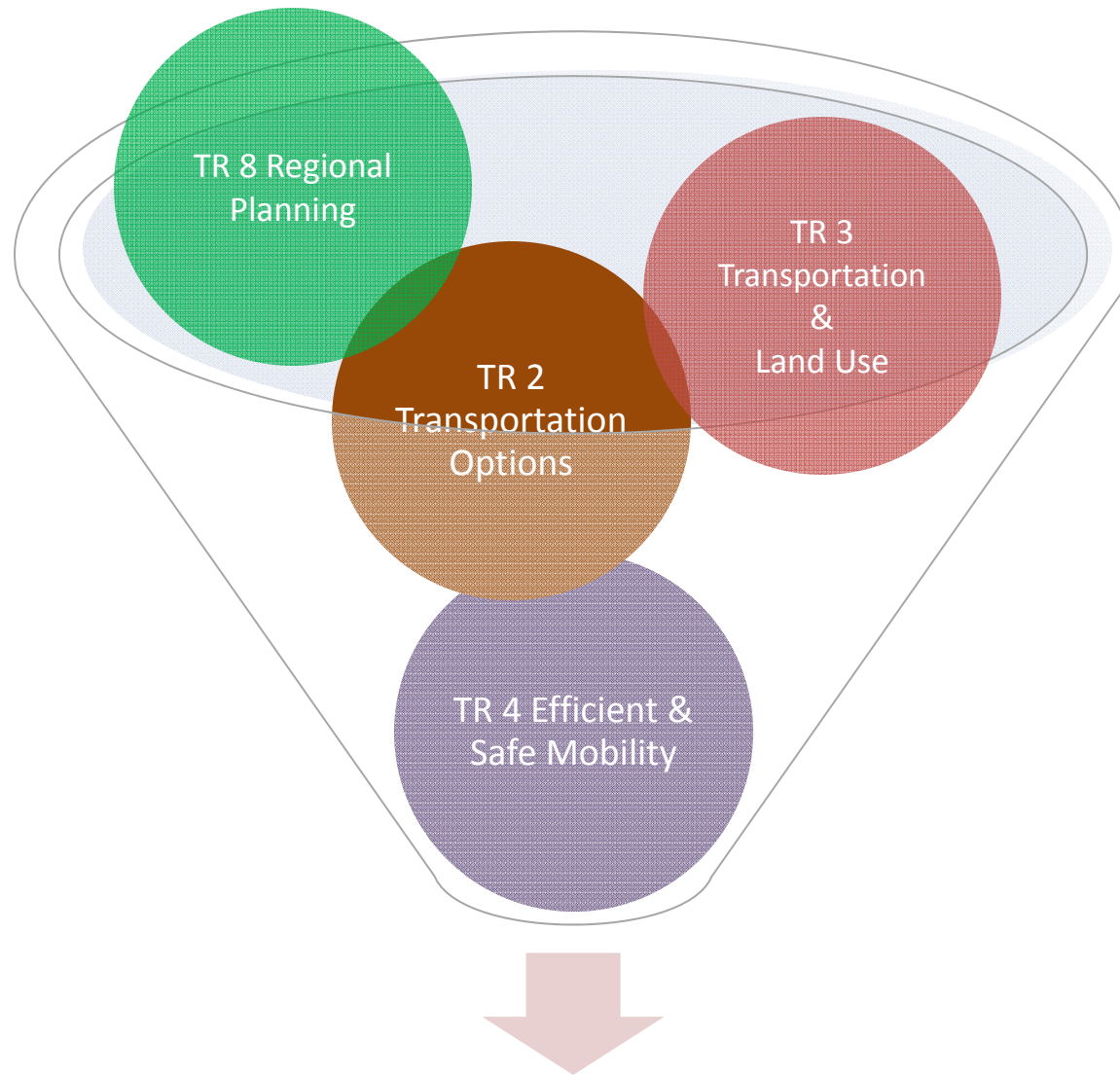


# Provide Transportation Choices

- Provide Transportation Choices

*Meet the city's mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.*

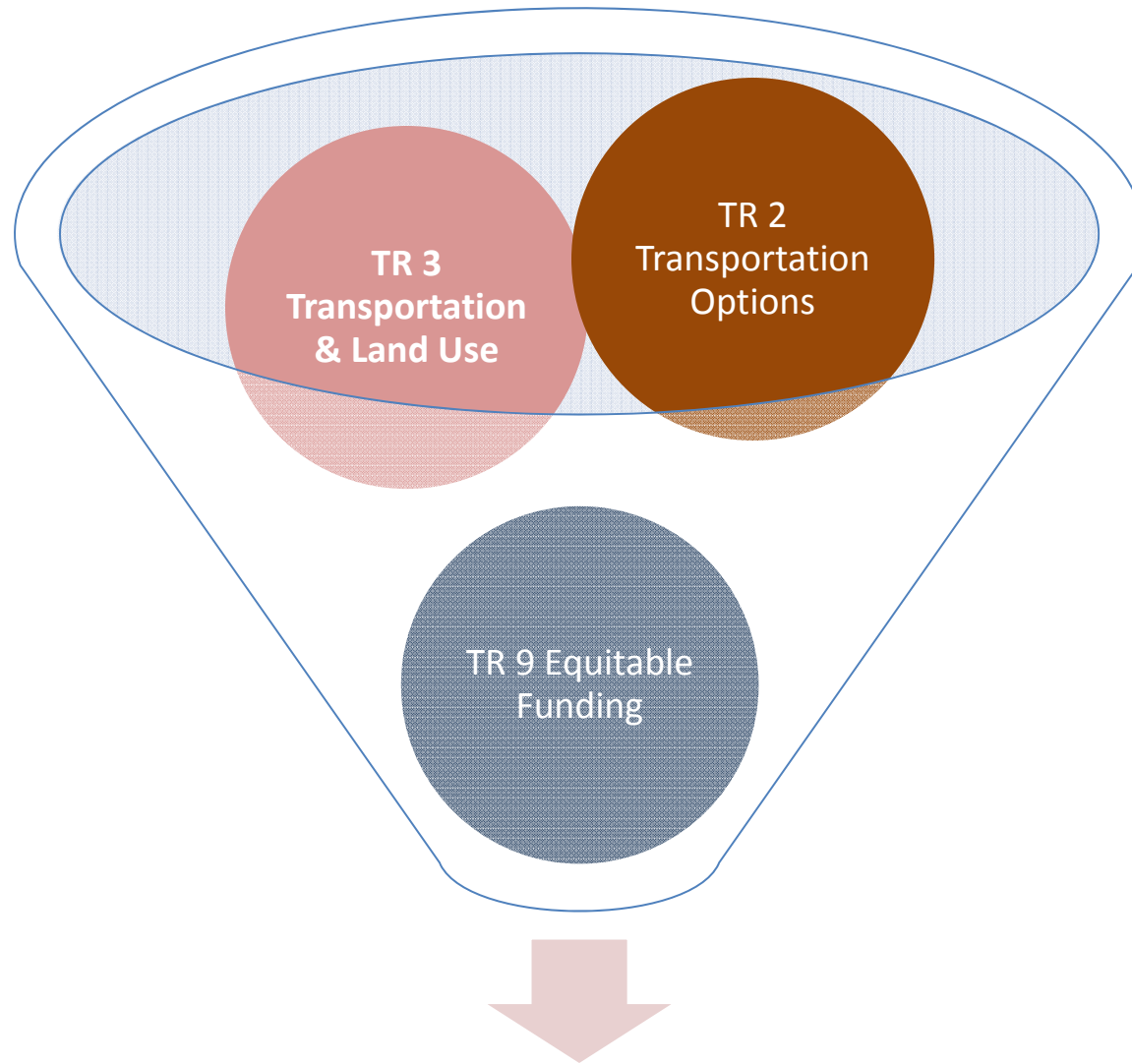




**Accommodate Access to Daily Needs &  
Regional Destinations**

- Accommodate Access To Daily Needs and Regional Destinations

*Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.*

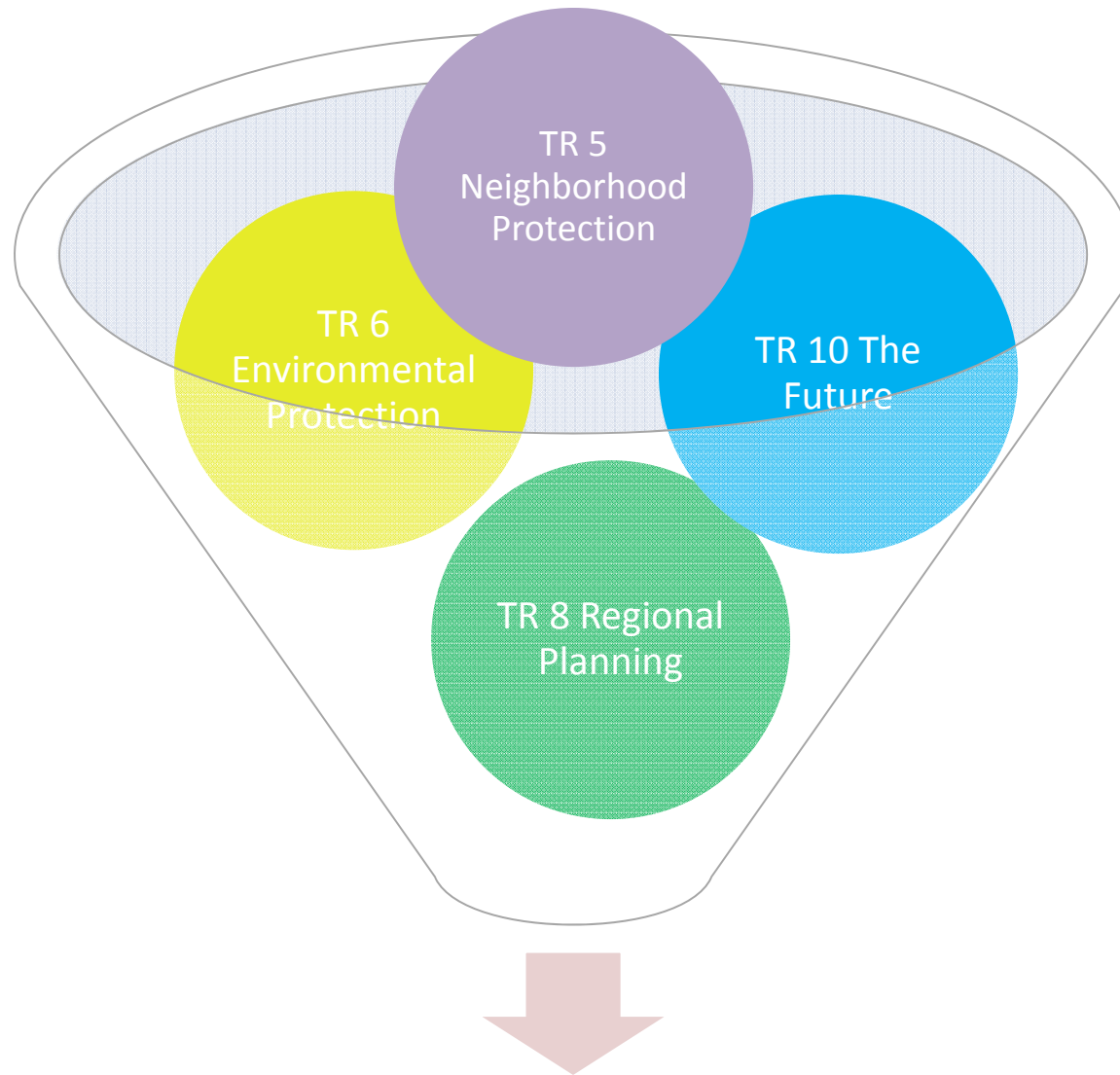


# Promote Economic Opportunity



- Promote Economic Opportunity

*Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.*



Respect Natural and Neighborhood Assets

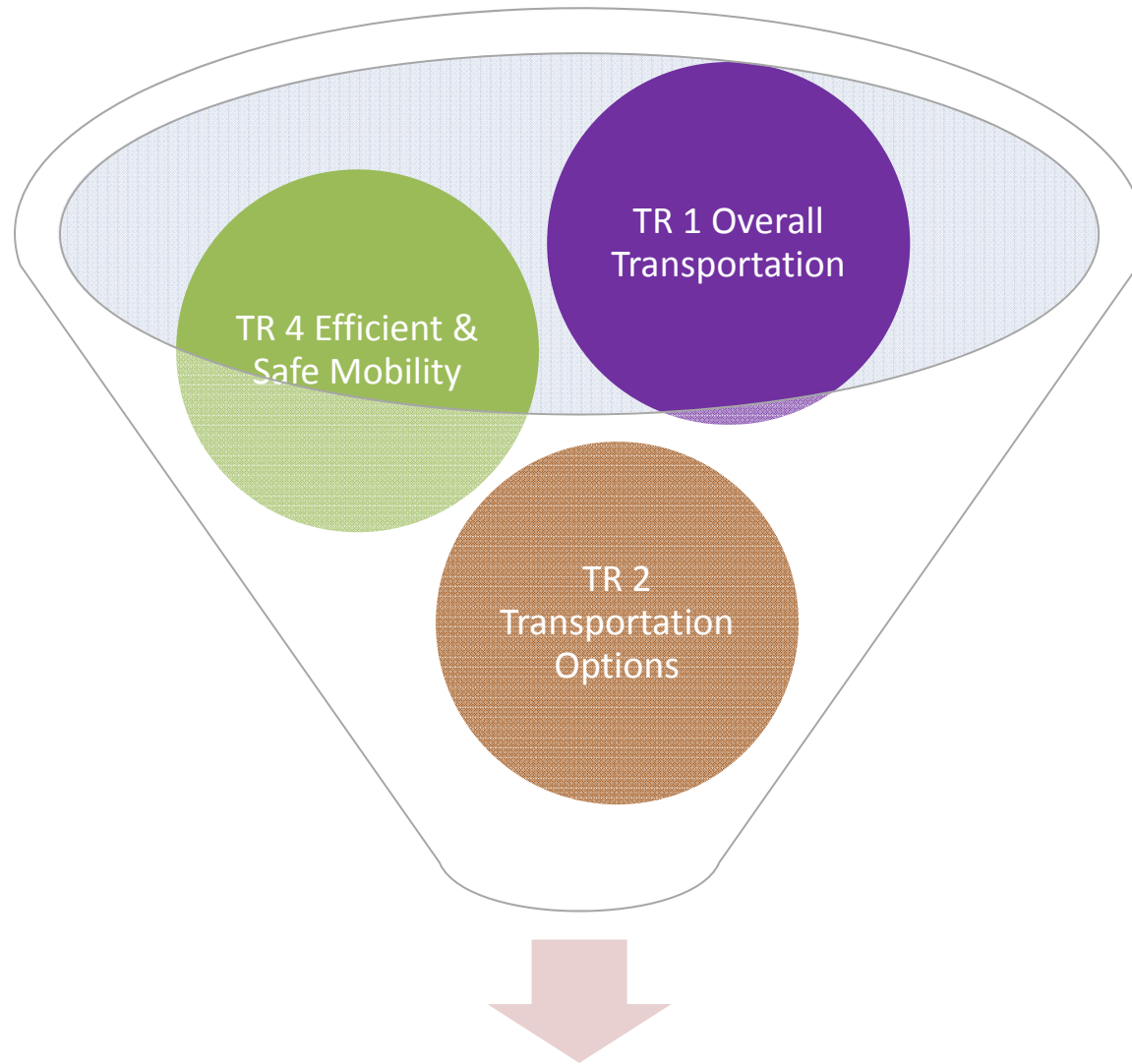
## Draft Goal

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- Respect Natural & Community Assets

*Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.*





- Enhance Public Health & Safety

*Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.*



Maximize Public Benefits with Integrated  
Public Investments

- Maximize Public Benefits and Fiscal Responsibility with Integration

*Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.*





# *Link Spokane:* **Policies & Actions Questions/Discussion**

# Implementation

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- Project objectives:
  - Align policies with desired City operations
  - Align policies with community's desires
  - Be more succinct, direct, and action oriented
    - From 10 to 7 Goals
    - Added Action items to Policies

# Documents for Review

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- See “DRAFT LINK Spokane Vision & Values, Goals, Policies & Actions\_NOV2016”