

Link Spokane:

Plan Commission - Transportation Chapter Update



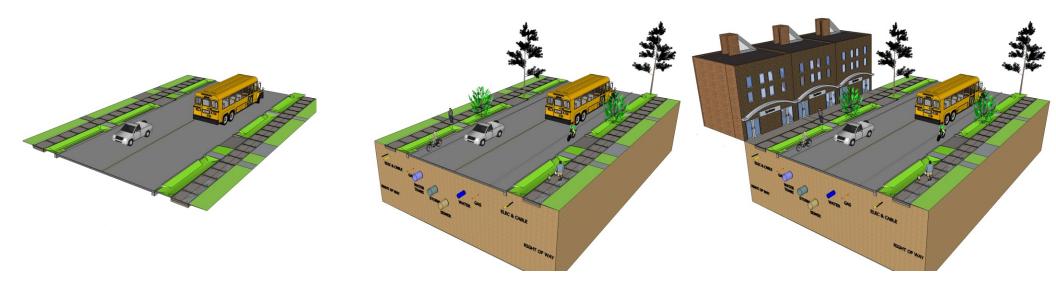
What is Link Spokane?

- Preparing Spokane for the next 20 years what does the city value, what does it invest in?
- Update of the Transportation Chapter of the Spokane Comprehensive Plan including Integration Framework.
- 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
- Designed to be fully integrated with other City investments in utilities and infrastructure



What is Link Spokane?

- Vision, Goals, and Priorities
- Infrastructure Integration
- Transportation Land Use Connection







Integrated Infrastructure Opportunities

- Spokane incorporated in 1881 Infrastructure nearing the end of its life
 - Streets, Water, Sewer, Storm water, Sewer Overflow
 - Public and Private Utilities
 - Inadequate services hindering redevelopment





Integrated Infrastructure

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

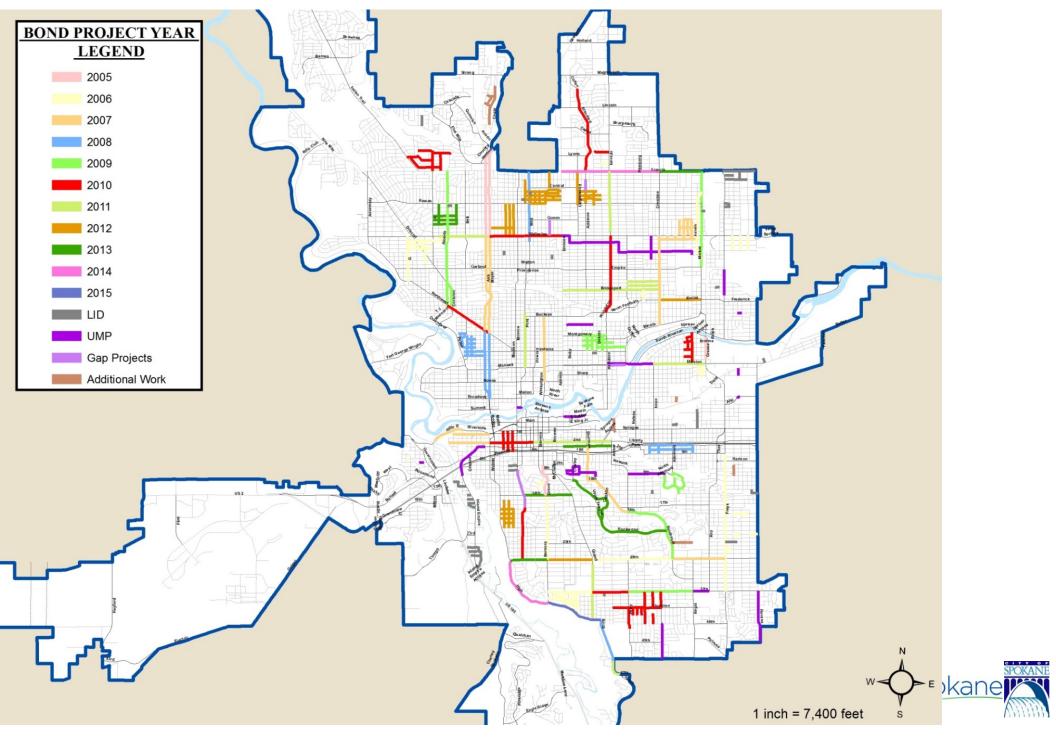


How are Street Projects Funded?

- 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.
- Recent history of new funding sources:
 - 2004: \$117 million 10-Year Street Bond (passed by 61.3% of City voters). Completed in 2015.
 - 2008: Transportation Impact Fee requiring new development to pay a portion of the cost of new capacity.
 - 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



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



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
- Comes together in Comp Plan update: Link Spokane



3-Dimensional View of Streets



Integrated Plan Objectives

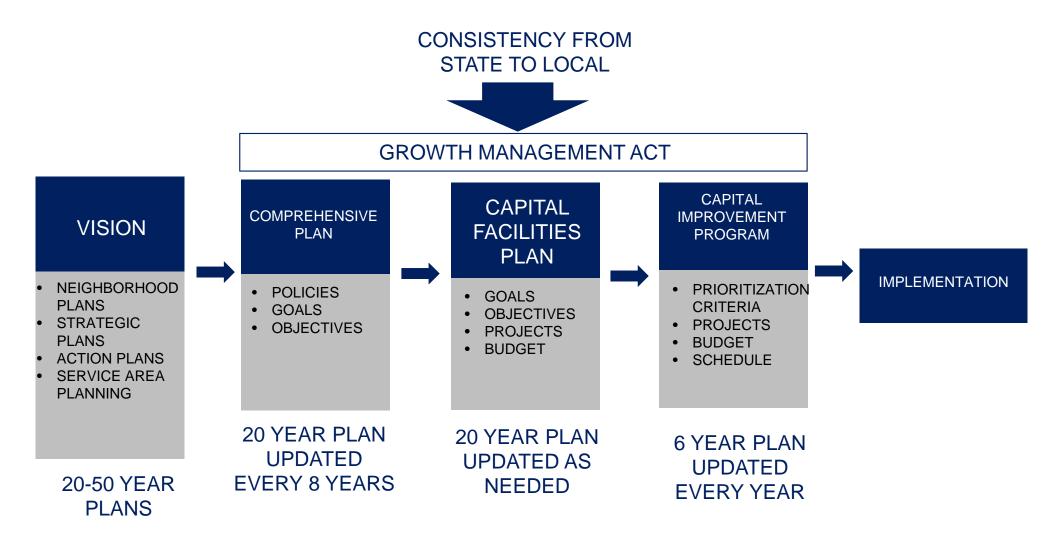
Environmentally & Financially Responsible

- 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...





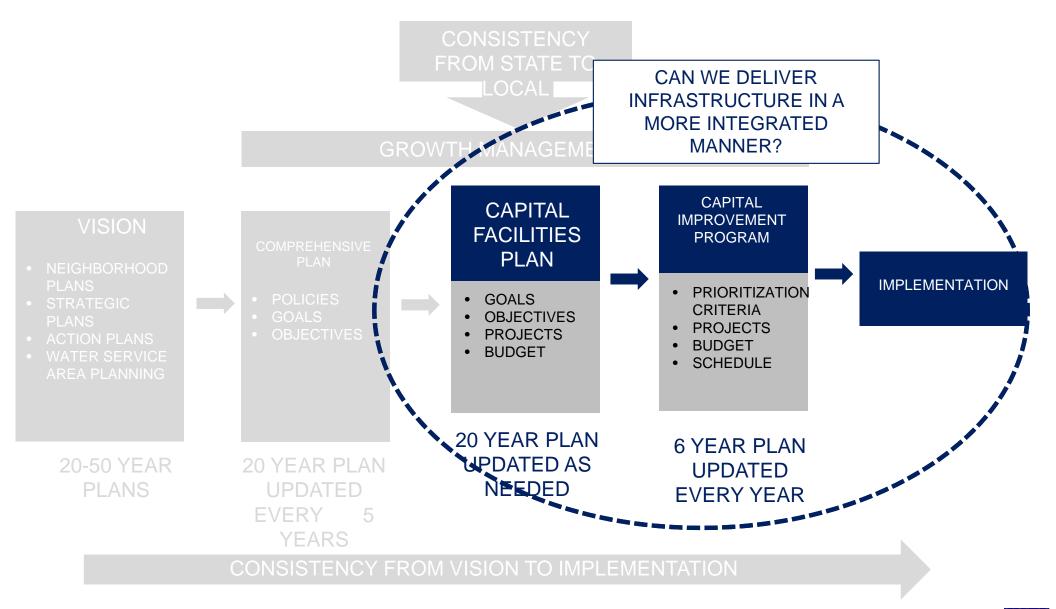
Infrastructure Planning Context



CONSISTENCY FROM VISION TO IMPLEMENTATION

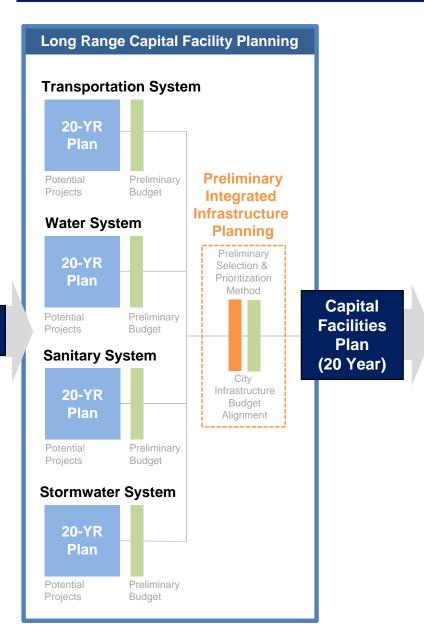


Infrastructure Planning



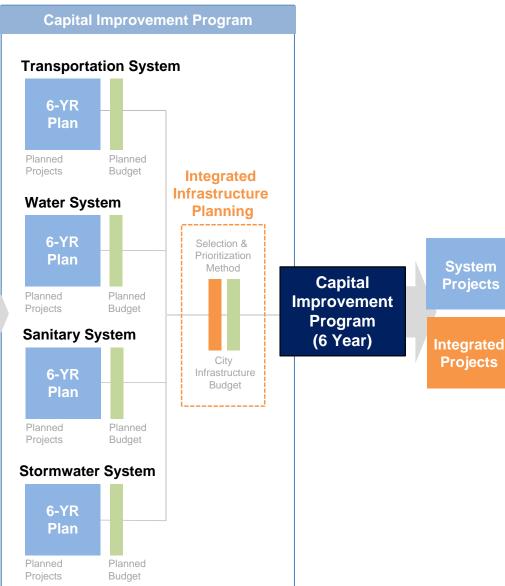


Integrated Infrastructure Framework



Comp

Plan



LinkSpokane

What Does This All Mean?

- Great opportunity to be SMART about how we look at our future needs within a three-dimensional, integrated right-of-way. We've 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 financially sound goals.





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



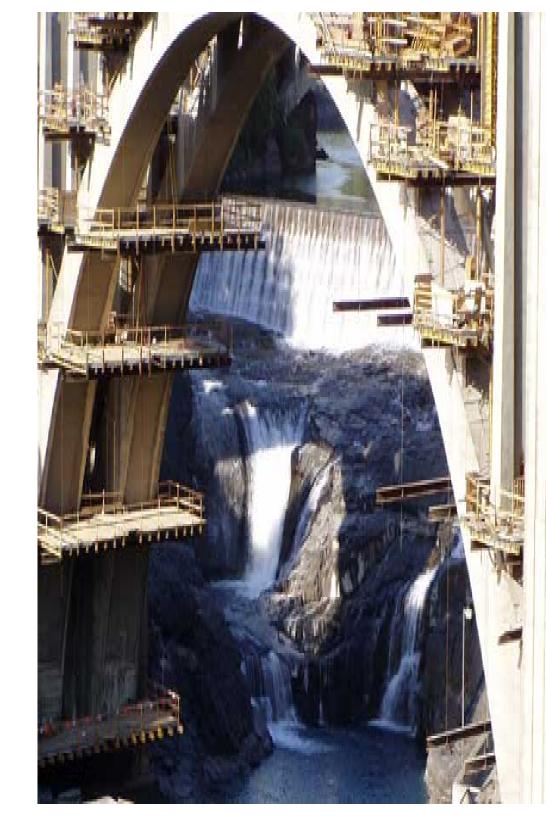
Integration - Maximize Public Benefits/Fiscal Responsibility

- 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)



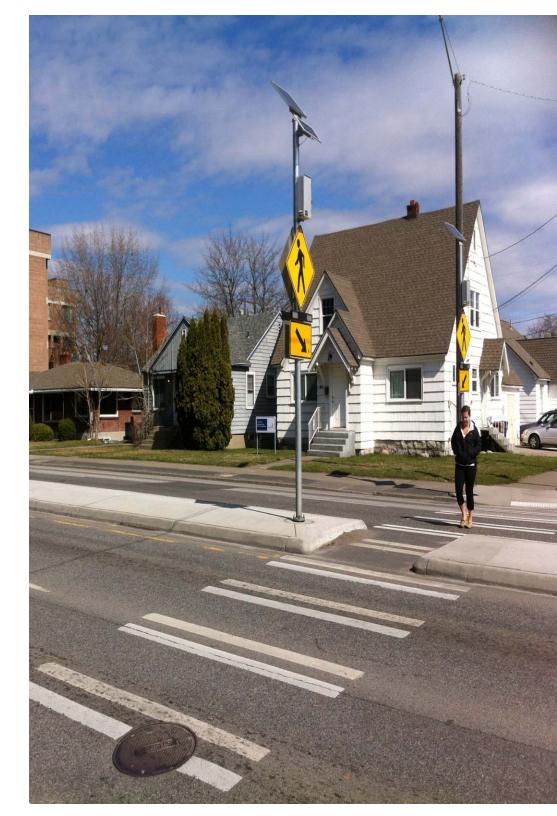
Fix it First

- Maintain our existing transportation assets
- \$150 million backlog
- 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)



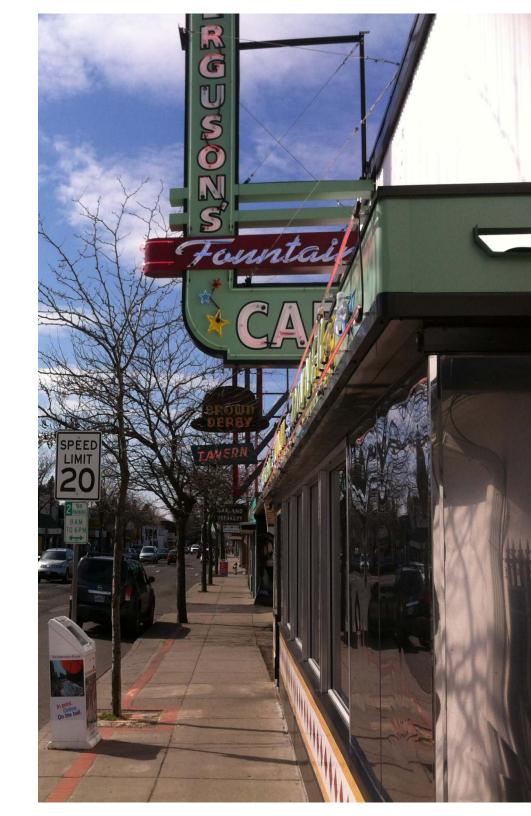
Health & Safety

- 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

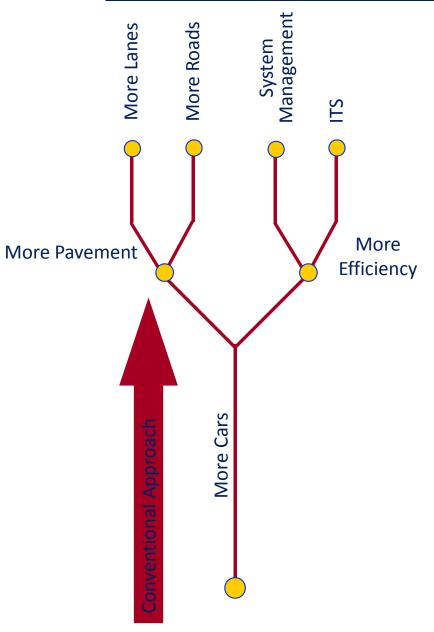


Livable Streets

- 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

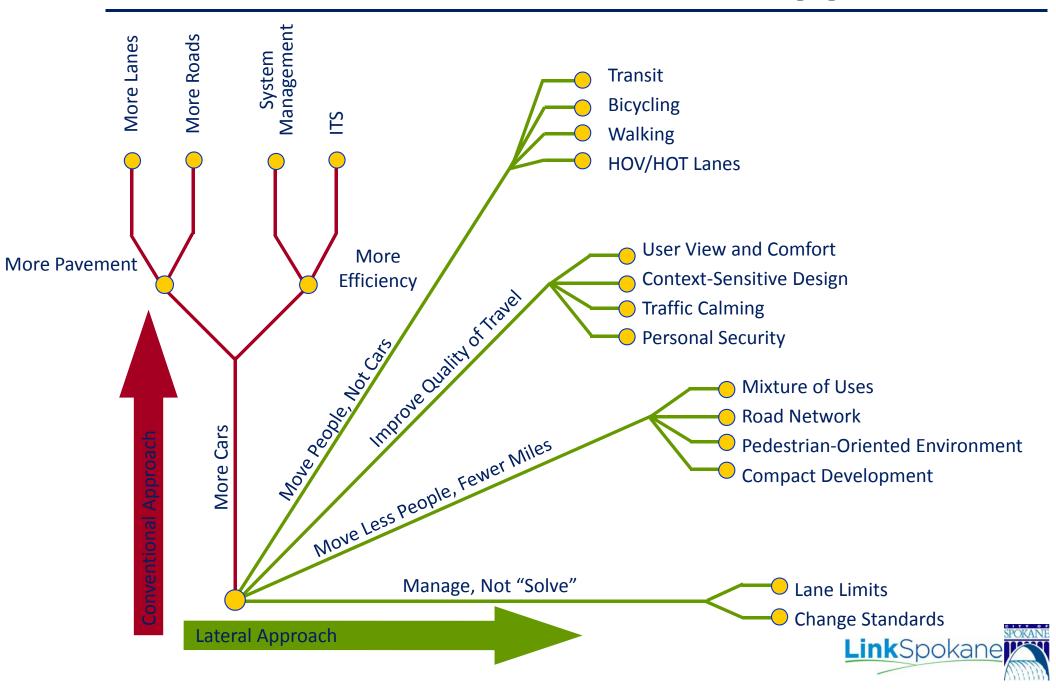


Shift in Transportation Planning - Conventional Approach

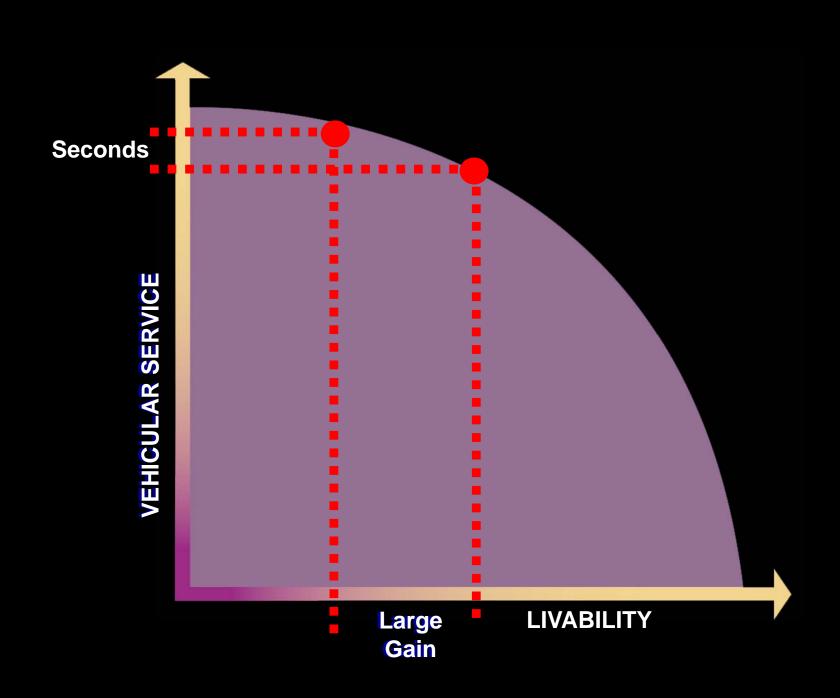




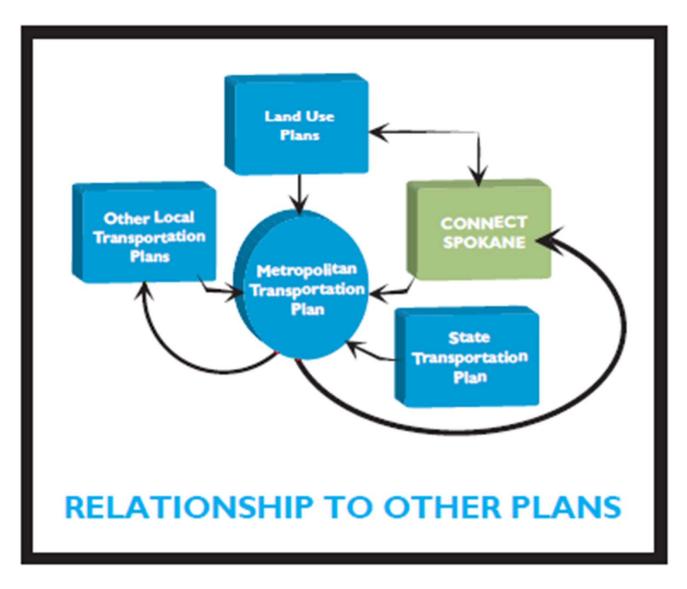
Balanced Approach



Trade-offs in Cities



STA Connect Spokane

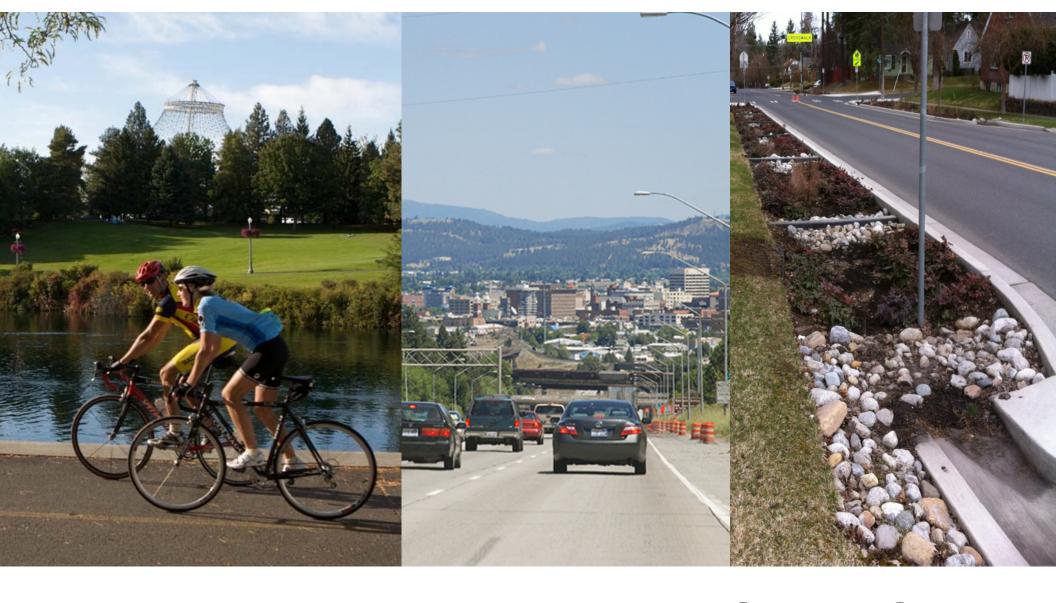




SRTC Horizon 2040: Guiding Principles







Link Spokane: Vision, Goals, Policies, Actions



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"



DRAFT VISION

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



DRAFT Values

Well-maintained multimodal transportation system

Year-round accessibility for all people and goods

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



Existing Transportation Goals

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

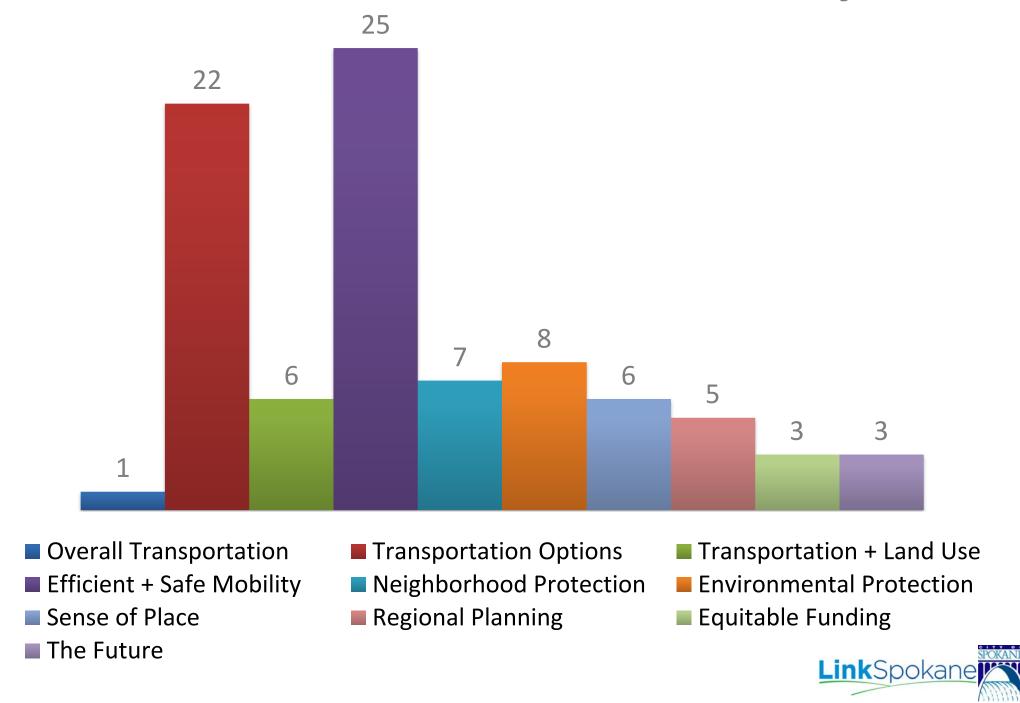
TR 9: Equitable Funding

• TR 10: The Future

2013 Audit
found weak
correlation
between goals
and built
environment



Policies by Goals

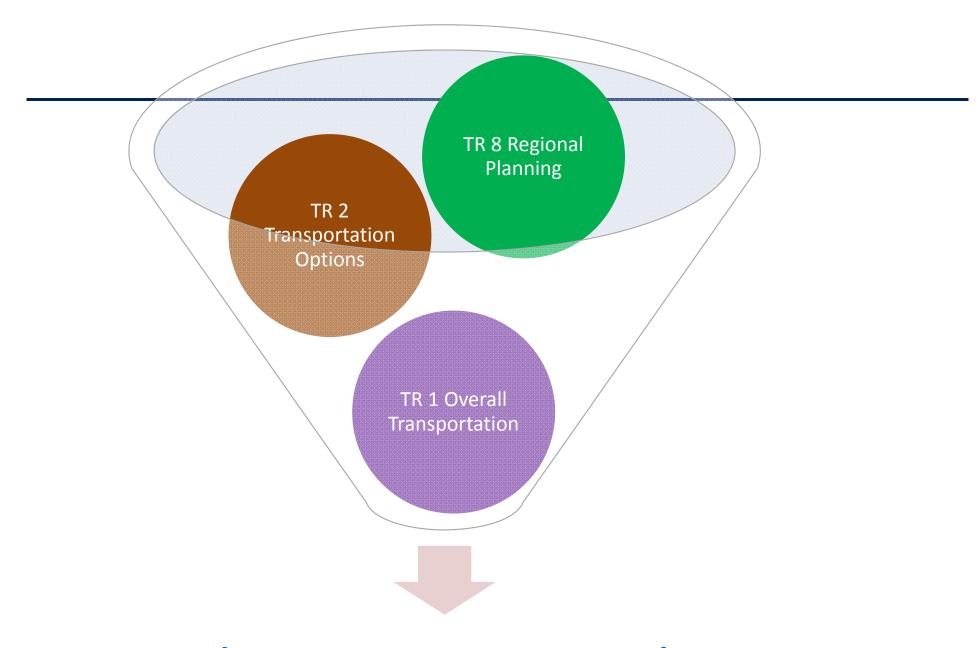


 _																																								
STREET PROGRAM CONSISTENCY SHEET New Projects Added to Six-Year Program (2016-2021)	Transportation Priorities	Physical Features	TDM Strategies	Pedestrian/Bicycle Coordination	Parking Requirements	Parking Facility Design	Viable Walking Alternative		Sidewalk Repair and Replacement	2.9 Crosswalks 1.0 Pedestrian Linkages Across Barriers	Fedestrian Linkages Across barriers Pedestrian Access on Bridges	edestrian	Pedestrian Access to Schools Vable Bicycling	3ikewa	Dineways Ricycles on Streets	Sicycles on Sicycle Lane	acilities to Su	/iable Transit	Service and Facility Support	Transit Shelters and	Transit Level of Service (LOS)	High Capacity M	Transportation and Development Patterns	Reduced Distances to Neighborhood Services	Walking and Bicycling-Oriented Neighborhood	Increased Residential Densities Healthy Commercial Centers	realing Confinering Certiers Use of Design	Street Design and Traffic Flow	Self-Enforcing Street Design	Narrow Streets	Arterial Location and design	External Connections	Internal Connections	Holistic Plans	Freight and Commercial Goods	Downtown Access ibility	Downtown S	Consistency of Rules Law Enforcement	Law Emolognem ▼ Traffic Signals	Signs
TR:	7:	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	21.0	- '	2.12	2.14	1 7 7	2.15	2.17	2.18	2.19	2.20	2.21	2.22	3.1	3.2	3.3	ъ. 4. д	3.6	. +.	4.2	4.3	4. 4.	4.5	4.6	4.7	8.	6.4	4.10	4.11 0 4.12 L	4. 4. 7. 6. 1. 4.	4.4
Maxwell-Mission Ave Lane Reduction	×	×	×	×			x	×	;	×			×	: x	د ع	x x	٤						×		×		×	×	. x	×	×							×		×
Crestline St Lane Reduction	×	×	×	×			×	×	\prod_{i}	×			×	: x	د ن	x x	يا	\mathbb{L}					×		×		×	×	×	×	×							×	I	×
Monroe St Lane Reduction	×	×	×	×	×	×	×	x :	x :	x x	ĸ						×	×	×	: x	×	: ×	x	×	×	3	c x	×	×	×	×							×	×	c x
Sharp Ave Pervious Asphalt Pilot	×	×	×	×	×	×	×	×		x x	ĸ			\mathbb{L}	floor			brack							×		floor	×	×	×	×							×	floor	×
1st Ave Preservation	x				×					×			×	: x	د ،	x x	٤						x		×		×											x		×
Erie St Paving	×	×	×	×			×	×	:	x x	x	;	×					L					×		×		×	:	×	×			×			×		×	\perp	×
Indiana Ave Reconstruction	×	×	×	×	×	×	x	×	[×];	x x	: x	د ع	x x	ε						×		×		×	×	×	×	×							x	×	c x
Rowan Ave Reconstruction	×	×	×	×	×	×	×	×		×		;	x x	: x	د ،	x x	٤	×	×		×		×	×	×		×	×	×	×	×							x		×
Sunset Blvd Preservation	×	×	×	×			×	×		×			×	: x	د] ،	x x	:	×	×	: ×	×		×	×	×		×	×	×	×	×							×		×
TJ Meenach Reconstruction	×	×	×	×			×	x :	x :	x x	x x	ĸ	×	: x	د] ،	x x	_اء	×	×						×				×	×	×							×		×
Five Mile Rd Reconstruction	×	×	×	×			×	x		×			x x	: x	د]	x x	:						×		×		×	×	×	×	×							×		×
Ray St Preservation	×			\prod_{i}					× :	×				I	I								×				×	:			×							×		×
Division St Gateway Hardscaping	x	×	×	×	×	×	x	x :	x :	x x	×												×		×	د ا	c x	×	×	×	×					x :	x :	×		×
Mission Ave, Division St. to Hamilton St.	×			\prod	×				x :	×		:	×	T	T								×				×	:			×							×		×
South Gorge Trail	×	×	×	×	×	×	×	x :	× :	x x	×		×	: x		×	c x	×	×				x	×	×		×	×	×	×						×		×		×
Centennial Trail @ Mission Gap Ph1	×	×	×	×	×	×	×	x :	× :	x x	×		×	: x	<u>. </u>	×	c ×								×				×							×		×		×
25th Ave Reconstruction	×	×	×	×			×			x x	x							×	×				×	×	×		×						×					×		×



																		,, <u>-</u>																,		_																			,
STREET PROGRAM RECONCILIATION SHEET New Projects Added to Six-Year Program (2016-2021)	Transmotation	Physical Features	TDM Strategies	Pedestrian/Bloyde Coordination Parting Requirements	5 Parking Facility Design	Viable Walking Alternative	Safe Sidewalk Repair and Replacement	Crosswalks O porteeting Linkanes Armee Barries	11 Pedestrian Access on Bridges	12 Pedestrian Access to Schools 3 Viable Bicycling	4 Bikeways	5 Bicycles on Streets Bicycle Lanes and Paths	17 Facilities to Support Bicycling Number Transit	9 Service and Facility Support	20 Transit Shelters and Other Features 21 Transit Level of Service (LOS)	22 High Capacity Mass Transit	Transportation and Development Path	Reduced Distances to Neighborhood: Walking and Biccycling-Oriented Neigh	Increased Residential Densities	5 Healthy Commercial Centers 3 Hear of Design	Street Design and Traffic Flow	Self-Enforcing Sheet Design	Narrow Streets Atterial Location and design	External Connections	Internal Connections Holistic Plans	Freight and Commercial Goods	Downtown Accessibility Downtown Street Network	11 Consistency of Rules	2 Law Enforcement 3 Traffic Signals	14 Signs 5 Lomino	6 Safety Campaigns	7 Street Maintenance 8 Sidewalk Maintenance	9 Awareness of ROW Streets cape Elem 20 Design and Maintenance of ROW Stre	21 Maintenance Responsibility for ROW	22 Awareness of Maintenance Responsit 23 Transportation LOS	4 Transportation LOS Coordination and	Neighborhoods for Pedestrians	Neighborhood Transportation Options Neighborhood Traffic Issues	Traffic Calming Measures	Artenas and Neighborhoods Neighborhood Traffic Speed	Neighborhood Parking	Pollution Land Respect	3 Transportation Alternatives and the E. Street Cleaning	Traffic Congestion	S Vehicle-Related Air Pollution Street Paving	3 City Hall Goes Green	Craigner and Pride Street Life	S Stroot Trees Pedestran Buffer Strips	5 Building Setbacks 5 Sidewalk Use	Plan Collaboratively Efficient Regional Transportation	Countywide Planning Policies Alifields	Shaing Information Cost Information for Otizens	Environmental Impact Information Dedicated Funds for Retrofitting	.1 Planning Integration 2 Innovation to Meet Spirit	3 Education
TR: TOTAL Projects Complying:		. ∑ 7 14		23		14		17	2 1	2 2		8 10	6 6		2 6		ຕ 14	5 15 5 15		3.5		-	12 12	4.	4 4	8. 4	4 4	- ₹ 1 17	4 4	17	7 0	4 4	4 4	4	4 4	4 4	7 44	5.2	4. 1	9.6	. 22	7. 5. 16 17	9 9	. 6	9 19	6.8			7.5	F 8 8 14 9	8.3	0 17 (9.5	} e ∈ I5 17	
Maxwell-Mission Ave Lane Reduction		, 14 ; x	-			x s		×	Ť			××	Ť	Ť	Ť	, ,	×	×					x x		1	ŤΪ	Τ.	×		×	Ή	12 0	<u>֓֞֞</u> ֡֓֜֞֜֜֜֞֜֜֜֓֓֓֡֓֜֡֡	Î	x	د آ	(x	x	×	1		x x		וֹ וֹ	1		K	<u>''</u> Т т	Ť	xx		×		(x	ΤÌΙ
Crestline St Lane Reduction	_	×	-	_	-	_	_	×			_	××				+	×	×	-	_	_	_	x x	_		Ħ		x		×	+		t		×	-	_	_	×			x x	_				ĸ	+	+	xx		×		c x	+
Monroe St Lane Reduction	_	_		x x	_	_	_	x x		- -		-	x x	c x	x >	ı x		x x				-	x x	-				×	_	x x			х×	:	_	×	×	_	×	ĸ		x x					k x	x x	×	x x		×		c x	×
Sharp Ave Pervious Asphalt Pilot		_		_	_	x :	_	x 3	_		H		+	+-		+		×	_	Η	_	-	x x	-			+	×	_	×		×	xx	. x	_		×	_	×	_	_	x x		11		_	K X		Ť	×		×		(x	Η̈́
1st Ave Preservation	,	_		×	_			x		×	x	хx					×	×		١,				Ħ				×	_	x		x			-			· ×		_	x	_		ااء			ĸ	-	-			×		×	#11
Erie St Paving	_	×	×	×		x s	ĸ	x x		×	Ħ		1	\top	\top	\top	×	×	_	١,		×	×	П	×		×	×		x x		×				П	×	×		\top	-	_	x x		×	,	ĸ x	×				×	×	c x	TI.
Indiana Ave Reconstruction		_		_	×	x s	ĸ	×		x x	×	x x					×	×		,	c x	×	x x	Ħ				×	_	x		x	х×	:	×		×	×	×		×	хx	x x			۱ ا	k x	x x		x x		×	×	c x	\forall
Rowan Ave Reconstruction	3	×	×	x x	×	x :	ĸ	×		x x	x	x x	,	c x	,	ε	×	x x		,	c x	×	x x	Ħ				×		×		×	х×		×		×	×	×		Η.	хx	x x				k x	x x		x x		×		c x	TH
Sunset Blvd Preservation		×	×	×		x s	ĸ	×		×	×	x x	3	(x	x s		×	x x		,	c x	×	x x	Ħ				×		x x	:	×			×		ι×	×	×		l .	x x	x x			,	ĸ			x x		×	×	cκ	\sqcap
TJ Meenach Reconstruction	c	×	×	×		×	ĸ x	x x	×	×	×	××		c x			П	×	П			×	××	П		П		×		××	:	×		П		د ا	c x	×	×		H.	××	x x			۱ ا	ĸ	×		x x		×	×	(x	\sqcap
Five Mile Rd Reconstruction		×	×	×		x :	ĸ	×	1	x x	×	x x					×	×			×	×	x x	П				×		×	\prod	×		IT	×	\Box	×	×	x.	×	\prod	x x	x x			,	ĸ x	x x		x x		×		c x	
Ray St Preservation		:					×	×									×				(×			Ш		×		×		×										x x	×			د 📗	ĸ			×		×		(x	
Division St Gateway Hardscaping	3	×	×	x x	×	x s		x x	c								×	×		x x	c x	×	x x				x x	×		x x	١.		x x	: x	x x		(x	x x	×.	x	x .	x x	×			3	ĸ x	x x	×	x x		×	×	c x	×
Mission Ave, Division St. to Hamilton St.	3	:		×			×	×		×							×				c		×					×		×		×									×	××	×	١.		د ا	ĸ	×		×		×		×	
South Gorge Trail		_		x x	_	_	_	x x	_	_	×	_	x s	(X		_	×	××		,	c x	×	×	Ш			×	×		x x	١ .	×	x x	:		-	-	××	+	×	×.	××	×				K X			×		×		(X	×
Centennial Trail @ Mission Gap Ph1	_	_		_	_	-	-	x x	_	×	×	×	×					×	-	_		×		Ш			×	×		××	-		××			-	-	××	×		x	_	×				K X	\rightarrow		×		×		(x	×
25th Ave Reconstruction	د .	×	×	×		×		x x	c				•	(X			×	××		,	•			Ш	×			×		×		×	x x	:		×	×	××		×	<u> </u>	××	××	ا ا		د ا	ĸ	×				×	×	c x x	╜╏
2014		_		_	_				1					1		1		-		-							_								-		1 1			_									-						— I
Havana St, 57th Ave to 37th Ave Water & Street	_	: ×	×		_	× :	_			×	×	××	×	-				_	Н	_	×	×	x x	Н	×	ш		Н			+	×	×	-	_	,	(X	××	1	×		××	×	\perp		x 3		××	_	×		×		(x	×
I-90 Division Street Gateway Enhancement		×			_	_	ĸ x	_				\perp					×	_		×		×	_	Н		H	××			×		×	\vdash	+	-	\vdash		-	+			×	×	+			ĸ x	_	-	×		×		(x	×
Sprague Ave Rebuild - Strategic Investment	_	_	_	××	_	_	k x	-	+		Н	-	د د	+-	,	×	_	_	×	× ×	(X	×	××	H	×	-	×	-	××	××	•	××		:	×	×	×	××	×	××	×	_	××	· ×	×	-	\rightarrow	××	×	××		×		(x x	-
2013 Downtown Pedestrian Improvements Addison and Standard Bicycle and Pedestrian		×		_	_	×	×	x x	•	××				-			×	×		_	-	×		H		H	××			×	+	×	×	×	_	Н.			×			-	х	+		x s	K X	*	-	x x		×		c x	×
Corridor Millwood Trail from SCC to Felts Field		· ×		_	_	×	+	x 3	_	x x	-		x >	+		+		x x	H	٠,	. ^	Ĥ	*	×	+	+		U		^ x			×	1	+		(x	_	12	-	H	x x	-	+	×	x 3			-	x .	٠,	: x		×	×
Vehicle Detection System Upgrade	3	_	_	<u>^</u>	+	Ť			+	^ ^		Ť	~ -	╁	+	+		^ ^		Ŧ		H		Ĥ		×		╬	×		+		Ĥ		+	HÍ	Ĥ	<u> </u>	++		H	<u> </u>	∺	¥	_		K		+	×	H	+~+	++	×	Ĥ
Traffic Calming Program		: ×	×	×	Н	x :	E .	×		x x	-		+			+	H	+	H	+	×	×	×	H	+	Ĥ		H			+		×			١,	c x	xx	×	x x	H	×	×	Ħ			\rightarrow	×		x			Η,	(x	+
Mission EB from Hamilton St. to Perry St.		1		×	_																	Ħ		H		×						×				Ħ										-	ĸ			x		×			ΠI
2013																	L								_			<u> </u>			-11-	- 1														-				1 1					
Barnes Road from Phoebe to Strong Road		×				x s	ĸ														×			×	×					x x					×		×	×		×	Π.	x x	×		×		ĸ	x x		×		×		×	\Box
High Drive Pedestrian and Bicycle Linkage	3	×		×		x s	ĸ			×	×											×	×										×	:	×		c	×					×				ĸ	×						c x	
U-District Pedestrian & Bicycle Bridge		×						,	×	××	×	×		(x	x x	×					×			×	×		×			x x	١						c	×					×			3	ĸ	×		×			×	c x	
North Stone St. Sidewalk (Transportation Benefit District)	,	×				x s	ĸ																		×										×			×					×				ĸ	×					×		
Wiscomb St Sidewalk (Transportation Benefit District)		×			_	x :	_				Ш			┸		1	Ш	\perp	Ш			Ш	\perp	_	×	Ш		Ш			Ш		$\sqcup \bot$	Ш	×	-	-	×	Ш	\perp	Ш	\perp	×	Ш		-	ĸ	×		Ш			×		╜
Arthur St Sidewalk (Transportation Benefit District	_	×			_	x s					Ш			\perp			Ш		Ш			Ш		-	×	Ш				Ш	$\perp \perp$		×	:	×	-	-	×			Ш		×	Ш			ĸ	×					×		┷┪╏
37th Ave Sidewalk (Transportation Benefit District Francis Ave Sidewalk (Transportation Benefit		_	Щ	\perp	_	× 1		Ш	1	×	Ц		_	\bot		1	Ш	×	Ш		\perp	Ц	\perp	-	×	\sqcup		\sqcup			$\perp \downarrow$		×	:	×	-	_	×	\sqcup	\perp	Ш	\perp	×	$\perp \downarrow$			ĸ	×		$\sqcup \!\!\!\! \perp$	$\sqcup \!\!\! \perp$	$\perp \perp$	×		╨┦╏
District) Driscoll Blvd. Sidewalk (Transportation Benefit	,	×	Щ	4	_	× 3	_	Ш	1		\sqcup	\perp	\perp	\bot	\perp	\bot	Н	\perp	Н	\perp	\perp	H	-	_	×	\sqcup	-	\sqcup		\vdash	\sqcup	1	$\vdash \vdash$	\sqcup	×	-	+	×	\sqcup	+	\vdash	\perp	×	+	_		ĸ	×	\perp	\vdash	\sqcup	+	×		┼┤╏
District)	,	×	Щ	4	_	× 3	-	Ш	1		\sqcup	\perp	\perp	\bot	\perp	\bot	Н	\perp	Н	\perp	\perp	H	-	\sqcup	×	H	-	\sqcup		\vdash	\sqcup	_	$\vdash \vdash$	\sqcup	×	-	+	×	\sqcup	+	\vdash	\perp	×	+	_	-	ĸ	×	\perp	\vdash	\sqcup	+	×		 ┼┤╏
Ray Street, 29th Ave to 17th Ave		: ×	Н	\perp	_	× 3	_	\vdash	-		\vdash	+	+	\perp	+	-	\vdash	×	H	+	+	\vdash	+	\vdash	+	×		+		\vdash	++	×	⊢-	+	×	-	+	×	\vdash		-	×	\vdash	+	-		K		+		\vdash	++	, s	c x	+
Monroe/Lincoln Couplet	-+	: ×		+	+	× 3	K	$\vdash\vdash$	-	$\vdash \vdash$	\vdash		+	+	+	+	\vdash	+	H	+			-	\vdash	-	+	x x	-			+	×	x x	+	×	-	-	×	+	-	×	×	x x	\mathbb{H}	-		k x	×	+	\vdash	\vdash	++		(X	×
Parking Environment Improvement Program Hamilton St. Cooridor Enhancement Project	-+	╁	H	+	+	x 3	+	+	+	+	\forall	+	+	+	+	+	\forall	×	×	+	+	 	+	\vdash	+	 	~ ×	+	$\vdash\vdash$	××	+	×	 ^ *	+	×	,	+	××	+	x x	+ +	×		\ 	+	-	K X	^	+	+	\vdash	++	++*	×	+-
Heritage Projects						~ .	~	LL									ш	^	ш					ш		^		1 1				_1	Щ	11	^^				11	~ ^	1	~		^	l	П,	~		L_	Ш	ш_		111	1^1	┸
37th Ave from Regal to East City Limits	,	×	×	×	П	x s	ĸ	x x	دا	x x	×	x x	x .	(x	T	1	×	×	×	Ι,	c x	<u> </u>	×	×		П		<u> </u>	x x	×	<u>x</u>	×	x x	: x	<u> </u>	x s	(x	x x	П	x x	×.	×	x x	(<u>x</u>	×	Π,	k x	x x	¥	x x	П	x		(x	×
Adaptive Signal System, Division St. from Bridge po		Ť	Ħ			Ħ			1	-	† †	+		c x		_	×	Ť		×		×	1	Ħ	+	×	+		xx		×	1	## ~		^ ×			-		~ ^		×	1	-		x s			+			×		(x x	
'Y Ben Burr Trail Connection to CT		× :	×	×	T	×	+	x x		×	×	×		Ť	Ť	1	-	x x	-	_	-	Ħ	+	×	\top		×	×		×	+		x x	: x	_	-	c x	×	Ħ			x x	x	$\dagger \dagger$	_	x 3		×	+			×	ĦŤ	×	+
Brown St/ Division Couplet, 3rd Ave to Spokane Fa Blvd.	Falls	×	×	×	×	x s	ĸ x	x x			Ħ			T	ı	×	×	_		_	c x	×	_	Ħ	1	-	××				×	_	x x		_	+-+			×	x x	-	_	-	(x			ĸ x		×	x x		×	×	c x x	
Downtown Bicycle Network Completion		×			П					×	×	×	×				Ħ	×	Ħ	x x	c x	×				H	×	×		×	×			Ħ	x x			x	×			x x	×	×		x s	ĸ	×				×	×	c x	
Fish Lake Trail Phase 3	ı	×	×	×		×			ı	×	×	×	×	Ť	T	T	П	x x	×	,	۲	П		×	İ	Ħ.	×	×		П	\sqcap	Ť	x x	×	×		c x	×	\Box		H.	x x	×	Ħ		x s	ĸ	×	\top		×	×		×	
North Monroe Corridor Revitalization		×	×	×	_	_	_	x x	_	×			_	_	x >	×	×	_	_	_	c x	×	×			П			×				x x				_	_	_	××	×.	_		-		د 🗌	ĸ	×	x x	_		×	×	c x	
Post St. Bridge Deck Replacement		:		×	_	_				×			_	_	_		Ш	×		x x		ЦŢ		_	×	x :		×					x x					x x					x x	۱ ا	×		ĸ x		_	×	Ш	×		x x	$oxed{oxed}$
Riverside Drive Phase II-III	3	:	×	×		×	ĸ	x x	×	××	×	××	x x	(x			×	x x	×	x x	c x		×	×		x :	××	×	×	x x	:		××	: x	x x	x x	(x	××		×	∐.	××	×	×	×	د	k x	x x	x x	x x	×	×	×	(x	$\perp \!\!\! \perp$





Provide Transportation Choices



DRAFT Goals Promote a **Sense of Place Provide Public Benefits Transportation** and Fiscal Choices Responsibility **City of Spokane Transportation Chapter** Accommodate **Access to Daily Enhance Public Needs and Health & Safety** Regional **Destinations Respect Natural Promote** & Community **Economic Opportunity** Assets **Link**Spokane

Promote Sense of Place

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.



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 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

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



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 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: Policy Advisory Group Discussion

SPOKANE



Policy Advisory Group Membership

		Business/Position
Callary	Raychel	Lilac Services for the Blind
Carroll	Tom	Catholic Charities
Cathcart	Michael	Homebuilders - Director of Government Affairs
Clements	Sara	Hospitals - Providence
Darlene	Deanne	Centennial Real Estate Investments
Dewey	Heleen	Spokane Regional Health District
Dice	Sarah	Greater Spokane Incorporated • Economic Development
Dietzman	John	Planning Commission
Ewers	Matt	Inland Empire Distribution Services Inc.
Francis	Greg	Rockwood CA Dist 2 CA Plan Commission Rep
Haught	Lunell	Gonzaga
Hawkins	Dallas	Public Works Committee
Hill	Latisha	Avista
Hoffman	Carlie	Emerson/Garfield CA District 3 (N Monroe) and PeTT Rep (Pedestrian, Transportation, & Traffic Comm)
Jackson	Joe	West Plains Chamber of Commerce
Jones	Margaret	College of Nursing, WSU
Joplin	Amber	Access for All Spokane
Kay	Char	WSDOT
Kehr	Garry	Bicycle Advisory Board
Kelley	Bill	EWU
Key	Lisa	City of Spokane Planning Director
Kilday	Cheryl	Visit Spokane
Klitzky	Kitty	Futurewise
Кгорр	Paul	Neighborhood Alliance/SRTC TAC
Mansfield	Mark	U-District Development
Mansfield	Amanda	SRTC
McFaul	Loreen	Friends of the Centennial Trail
McIntyre	Jamie	Aging and Long Term Care Eastern Washington
Mclellan	Rhonda	Spokane Schools
Minder Jones	Margaret	Land Use Committee
Otterstrom	Karl	STA
Prosser	Gail	Planning Commission
Reynolds	Dave	The Arc of Spokane
Richard	Mark	Downtown Spokane Partnership
Schad	Jon	WSU Spokane
Schoelen	Lena	Dept of Services for the Blind
Scranton	Steve	Washington Trust Bank
Stewart	Cheryl	Associated General Contractors
Tolley	Luke	Hillyard Comm Assem Dist 1 (N/S Corridor Econ Devel)
Tortorelli	Joe	Spokane Area Good Roads Association
Warrington	Steven	Centennial Real Estate Investments
Weinand	Kathleen	STA



Draft Summary

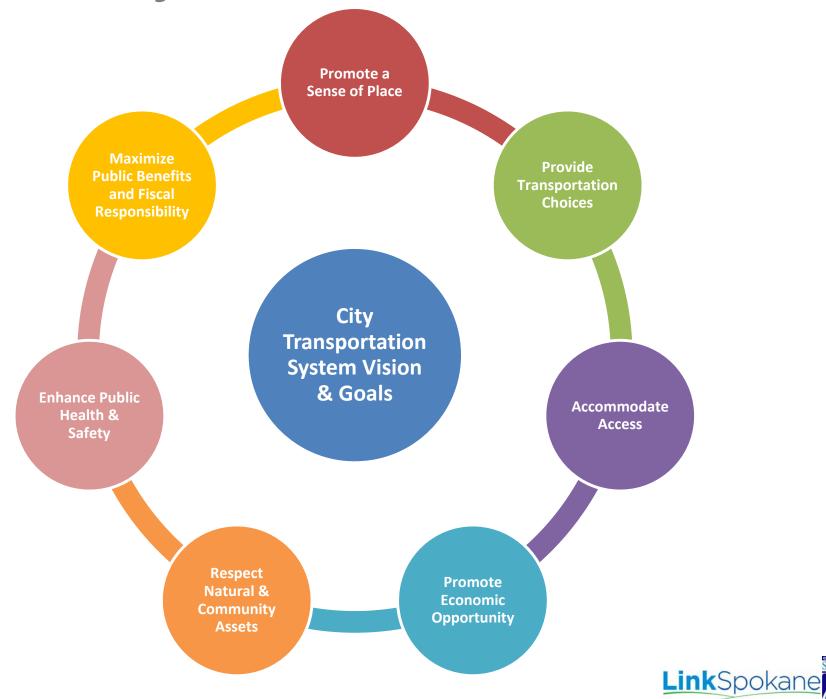
- Reduced/consolidated # of Goals (10 to 7)
- Reduced/consolidated # of Policies (86 to 23)
- Make policies actionable
- Align policies with desired City operations
- Align policies with community's desires
- Not nesting policies under specific goals

Concerns:

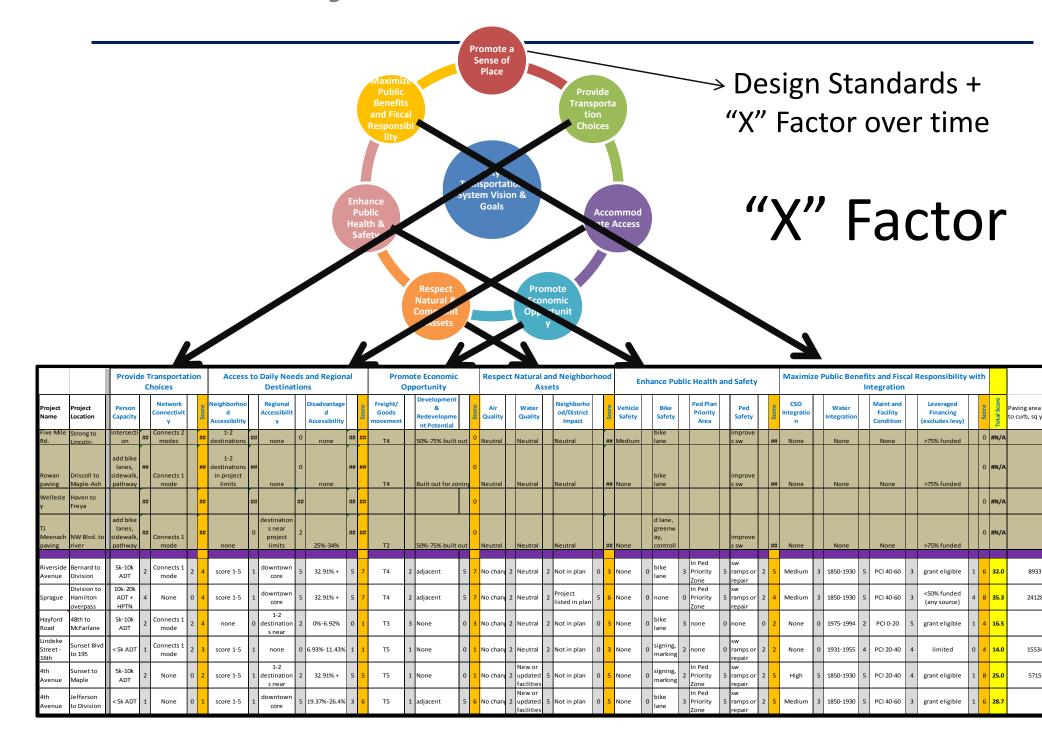
- If goals are numbered, appear prioritized
- If policies are numbered, appear prioritized



Project Prioritization Matrix



Project Prioritization Matrix



Project Prioritization Tool

- Measurable Evaluation Categories
 - 20 Year and guide for 6 year
 - Begins utility integration: more to come

	Provide Transportation Choices			on	Access t	to Daily Need Destinat	Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration						1		110				
Name	Project Location	Person Capacity	Network Connectivit Y	Score	Neighborhoo d Accessibility	Regional Accessibilit Y	Disadvanta d Accessibil	8	Freight/ Goods movement	Development & Redevelopme nt Potential	0	Air ality	Water Quality	Neighborho od/District Impact	Score	Vehicle Safety	Bike Safety	Ped Pla Priorit Area	ty	Ped Safety	CSO Integratio n	Water Integration	Maint and Facility Condition		Leveraged Financing (excludes levy)	Some	Total Score	Paving area (curb to curb, sq yd)		t Year	Council District
Five Mile Rd.	Strong to Lincoln-	intersecti on	## Connects 2 modes	##	1-2 destinations	## none	0 none	## ##	T4	50%-75% built out	0 Neu	utral	Neutral	Neutral	##	Medium	bike lane			s sw #	# None	None	None		>75% funded	(0 # N/				
Rowan		add bike lanes, sidewalk, pathway	## Connects 1 mode	##	1-2 destinations # in project limits	##	0 none	## ##	T4	Built out for zoning	0 Neu	ıtral	Neutral	Neutral	##	None	bike lane			improve s sw #	# None	None	None		>75% funded	C	D # N/				
Wellesle	Haven to Freya		##	##	ŧ	***	##	## ##	•		0															C	0 # N/				
TJ Meenach paving		add bike lanes, sidewalk, pathway	## Connects 1 mode	##	none	destination s near project limits	2 25%-34%	## ##	T2	50%-75% built out	0 Neu	ıtral	Neutral	Neutral	##	None	d lane, greenw ay, controll			improve s sw #	# None	None	None		>75% funded	C	D # N/				
Riverside Avenue	Bernard to Division	5k-10k ADT	2 Connects 1 mode	2 4	score 1-5	1 downtown core	5 32.91%	5 7	Т4	2 adjacent 5	7 No c	chang 2	Neutral	2 Not in plan	0 3	None	o bike lane	In Ped 3 Priority Zone		ramps or 2	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	Т4	2 adjacent 5	7 No c	chang 2	Neutral	2 Project listed in plan	5 6	None	0 none	0 Priority Zone		ramps or 2	Medium	3 1850-1930	5 PCI 40-60	3	<50% funded (any source)	4 8	35.3	24128	\$ 2,654,080		?
	48th to McFarlane	5k-10k ADT	2 Connects 1 mode	2 4	none	1-2 0 destination s near	2 0%-6.929	6 0 1	Т3	3 None 0	3 No c	chang 2	Neutral	2 Not in plan	0 3	None	o bike lane	3 none	o	none 0 2	None	0 1975-1994	2 PCI 0-20	5	grant eligible	1 4	4 16.5		\$ -		2
Lindeke Street - 16th	Sunset Blvd to 195	< 5k ADT	1 Connects 1 mode	2 3	score 1-5	1 none	0 6.93%-11.4	3% 1 1	T5	1 None 0	1 No c	chang 2	Neutral	2 Not in plan	0 3	None	o signing, marking	2 none		ramps or 2 2 repair	None	0 1931-1955	4 PCI 20-40	4	limited	0 4	4 14.0	15534	\$ 1,708,740		2
4th Avenue	Sunset to Maple	5k-10k ADT	2 None	0 2	score 1-5	1-2 1 destination s near	2 32.91%	5 5	T5	1 None 0	1 No c		New or updated facilities	5 Not in plan	0 5	None	o signing, marking	In Ped 2 Priority Zone		ramps or 2 sepair	High	5 1850-1930	5 PCI 20-40	4	grant eligible	1 8	25.0	5715	\$ 628,650		2
	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 c	chang 2	New or updated facilities	5 Not in plan	0 5	None	o bike lane	In Ped 3 Priority Zone		ramps or 2	Medium	3 1850-1930	5 PCI 40-60	3	grant eligible	1 6	28.7		\$ -		2



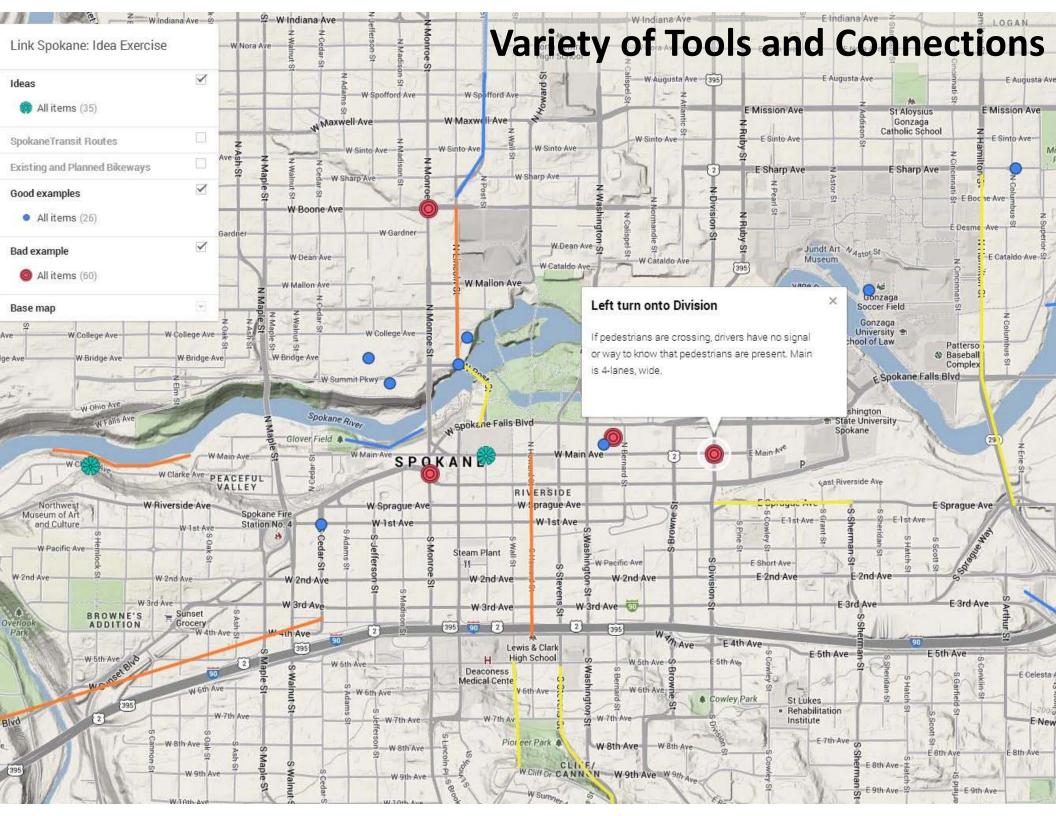
City of Spokane Transportation Project Evaluation Criteria

- 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





Community-Driven Process



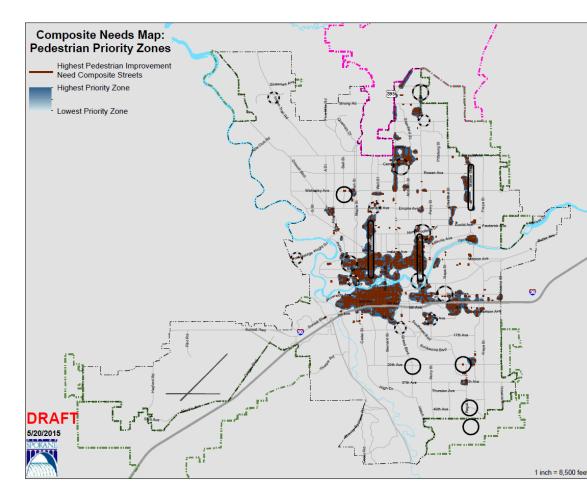


PEDESTRIAN MASTER PLAN

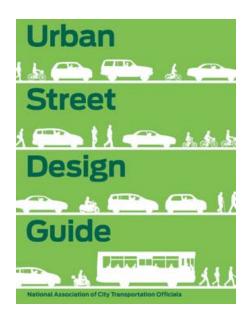
CITY OF SPOKANE

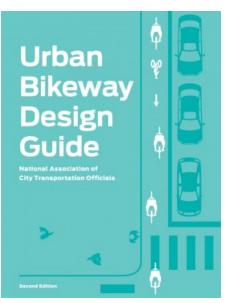


ADOPTED NOVEMBER 2, 2015



Bike Plan Update - Upcoming Changes

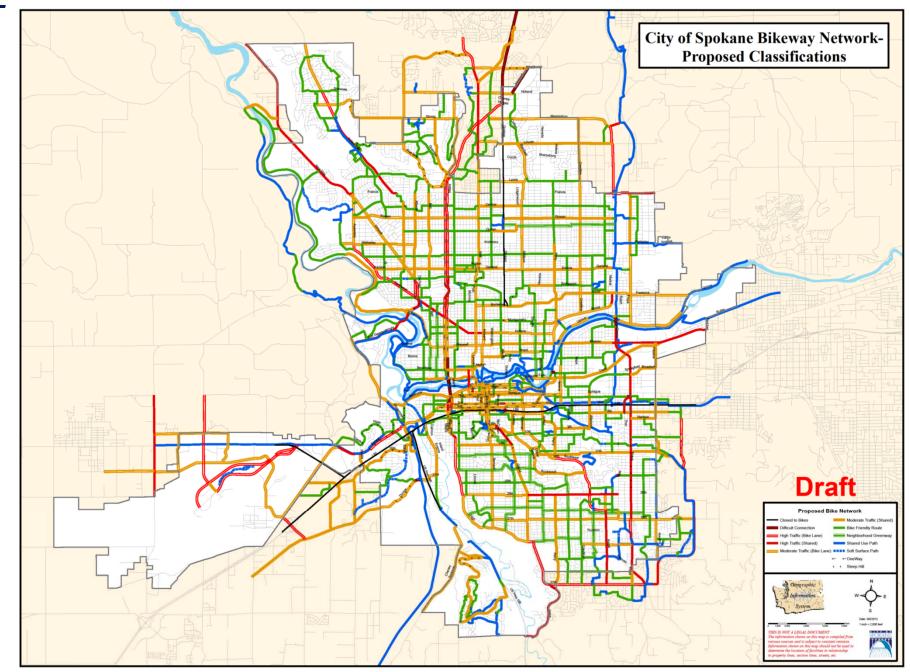




- Updated standards:
 - 6' lane preferred,or 5' lane with 3' buffer
- Denser network 1/2 mile spacing
- More "bike-friendly" routes
- NACTO Guides for more flexibility
- New classifications



Bicycle Master Plan Update



Multi-Modal Level of Service







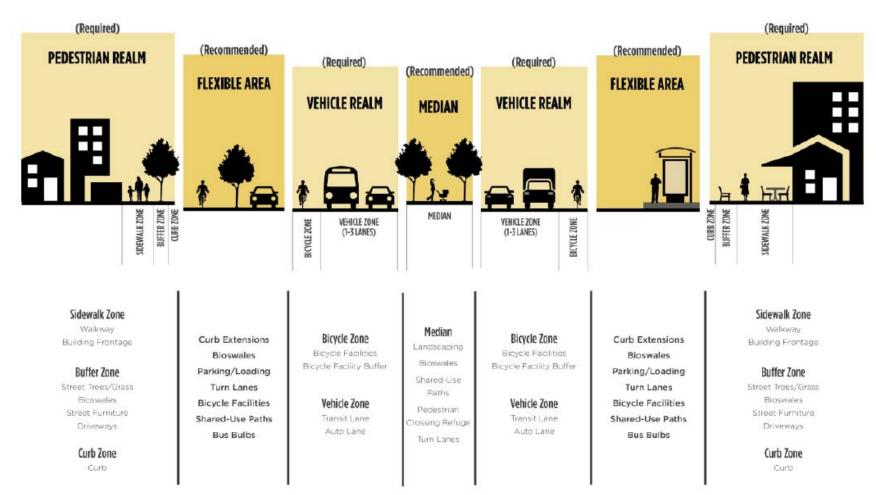
Cycling	Pedestrian	Auto					
% network complete	% network complete	Intersection LOS					

LOS standards applied to locally owned arterials and transit routes. (RCW 36.70A.070)



Follow on products

Updated Street Design Standards & Guidelines





Follow on products

- Impact Fee System Update
 - Incorporate updated Level of Service Standards
 - Update Impact Fee Project List
 - West Plains
 - Capacity Projects
- Other Code Changes as needed
 - Arterial Map



Discussion



Contact Information

Mike Tresidder – Project Manager mtresidder@spokanecity.org

509.625.6506

Louis Meuler – Principal Planner <u>Imeuler@spokanecity.org</u>
509.625.6096

