



Link Spokane: Integrating Transportation & Utility Infrastructure Planning



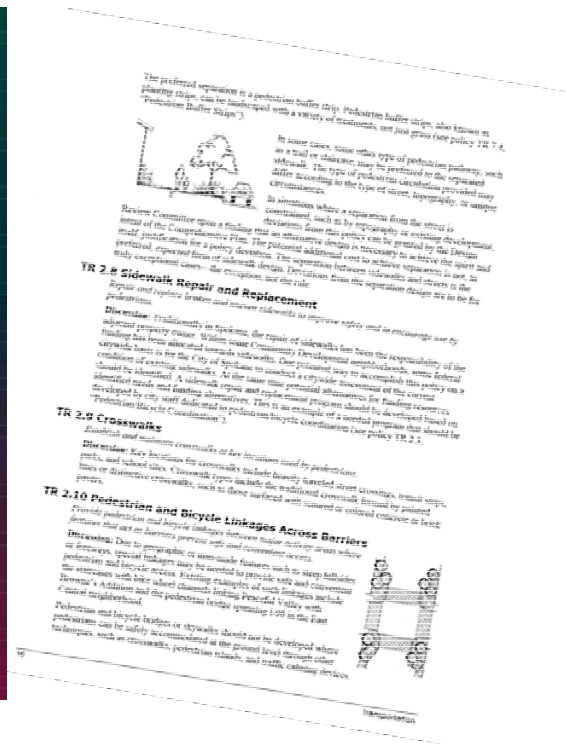
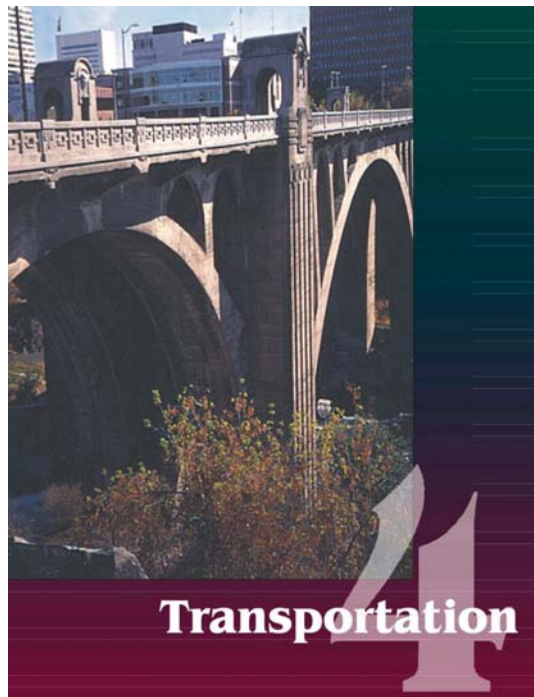
Introductions

- Who are you?
- Infrastructure interests in Spokane
- Hopes for best process/outcome



Welcome & Background

- Changing circumstances
 - Limited resources and the need for integration.
- Current Plan's last major revision – 2001



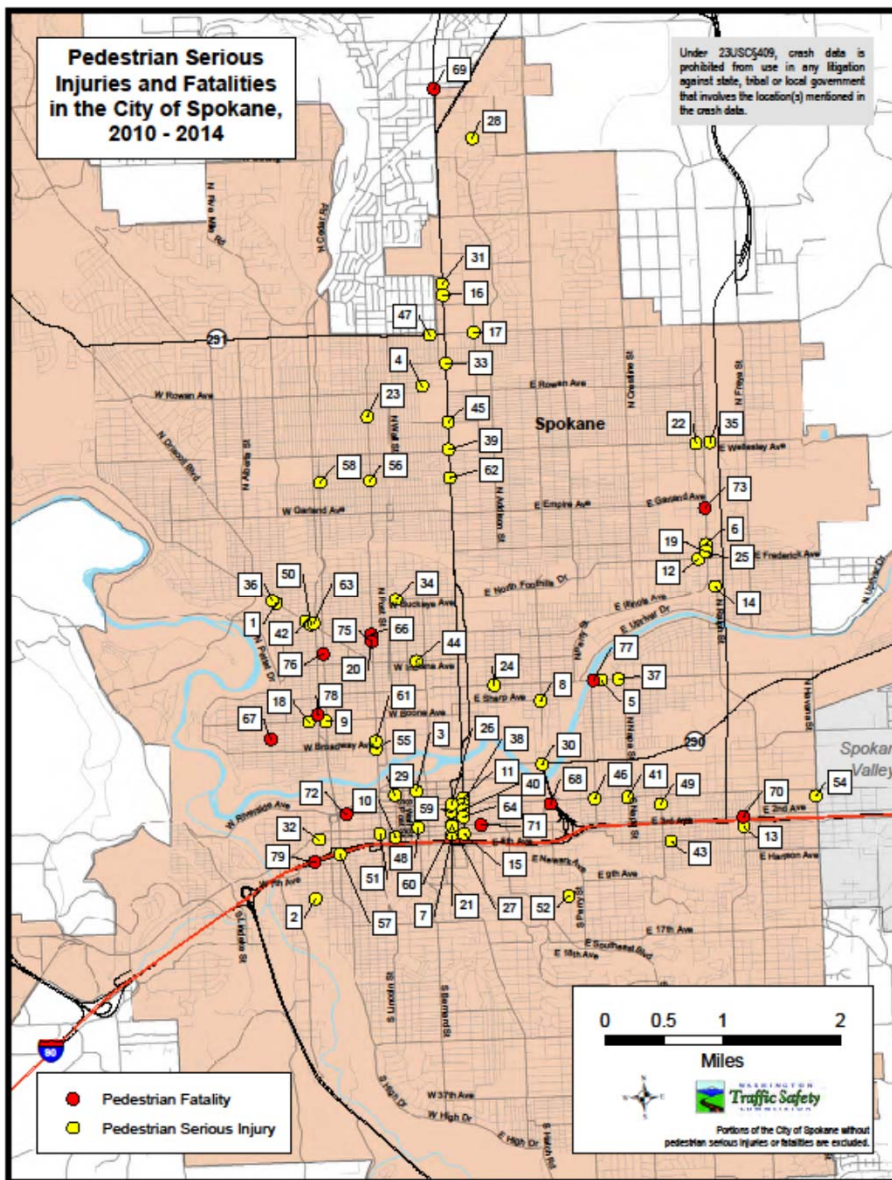
What is Link Spokane?

- 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 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
- Designed to be fully integrated with other City investments in utilities and infrastructure



What Have We Done

- Pedestrian Master Plan

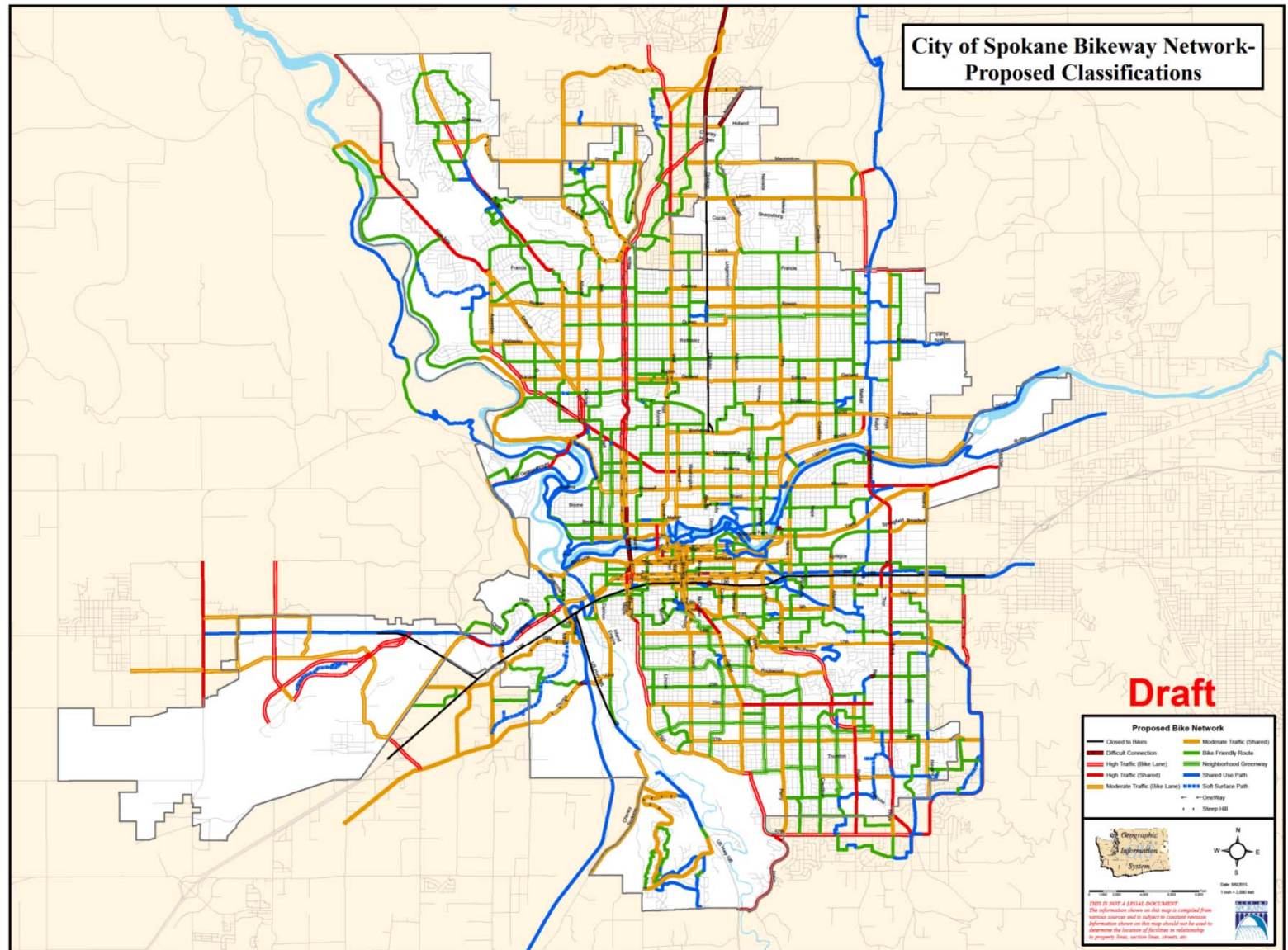


What Have We Done

- Updated Project Selection Matrix

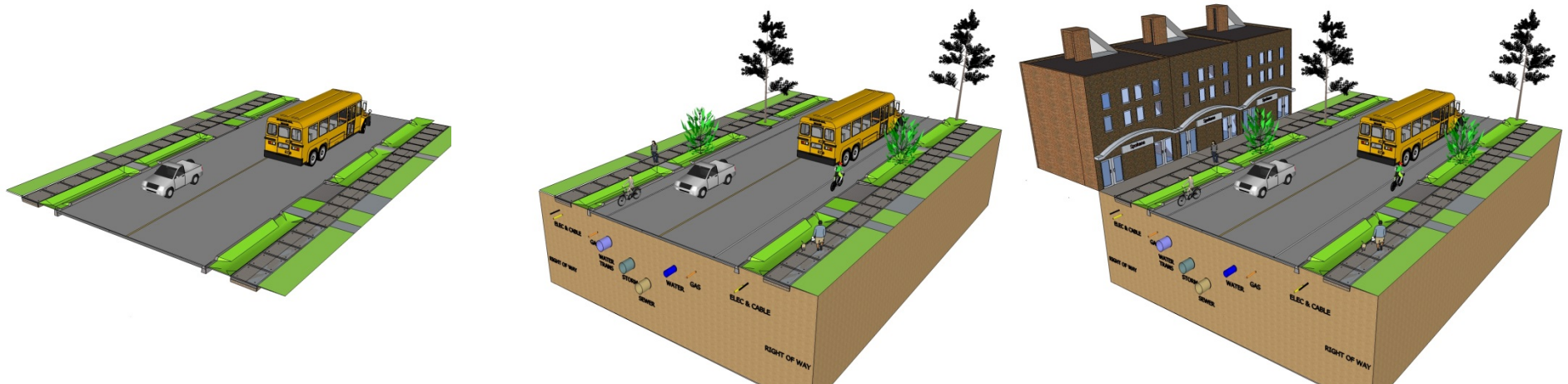
		Provide Transportation Choices				Access to Daily Needs and Regional Destinations				Promote Economic Opportunity				Respect Natural and Neighborhood Assets				Enhance Public Health and Safety				Maximize Public Benefits and Fiscal Responsibility with Integration																											
Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantage Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	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 ssw	##	None	None	None	>75% funded	0	##	N/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 ssw	##	None	None	None	>75% funded	0	##	N/A																				
Wellstone Y	Haven to Freya			##		##		##	##			0														0	##	N/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, control		improve ssw	##	None	None	None	>75% funded	0	##	N/A																				
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	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		7
Hayford Road	48th to McFarlane	5k-10k ADT	2	Connects 1 mode	2	4	none	0	1-2 destinations 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
Undeke Street - 16th	Sunset Blvd to 195	< 5k ADT	1	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 destinations 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 Have We Done



What is Link Spokane?

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





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15 MIN

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Integrated Infrastructure Opportunities

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



Integrated Infrastructure

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



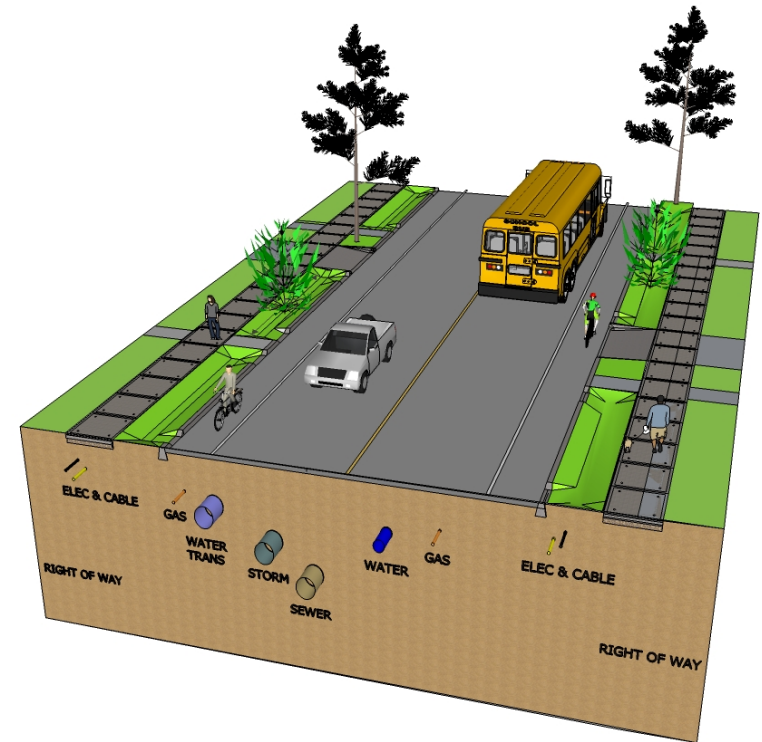
How are Street Projects Funded?

- 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



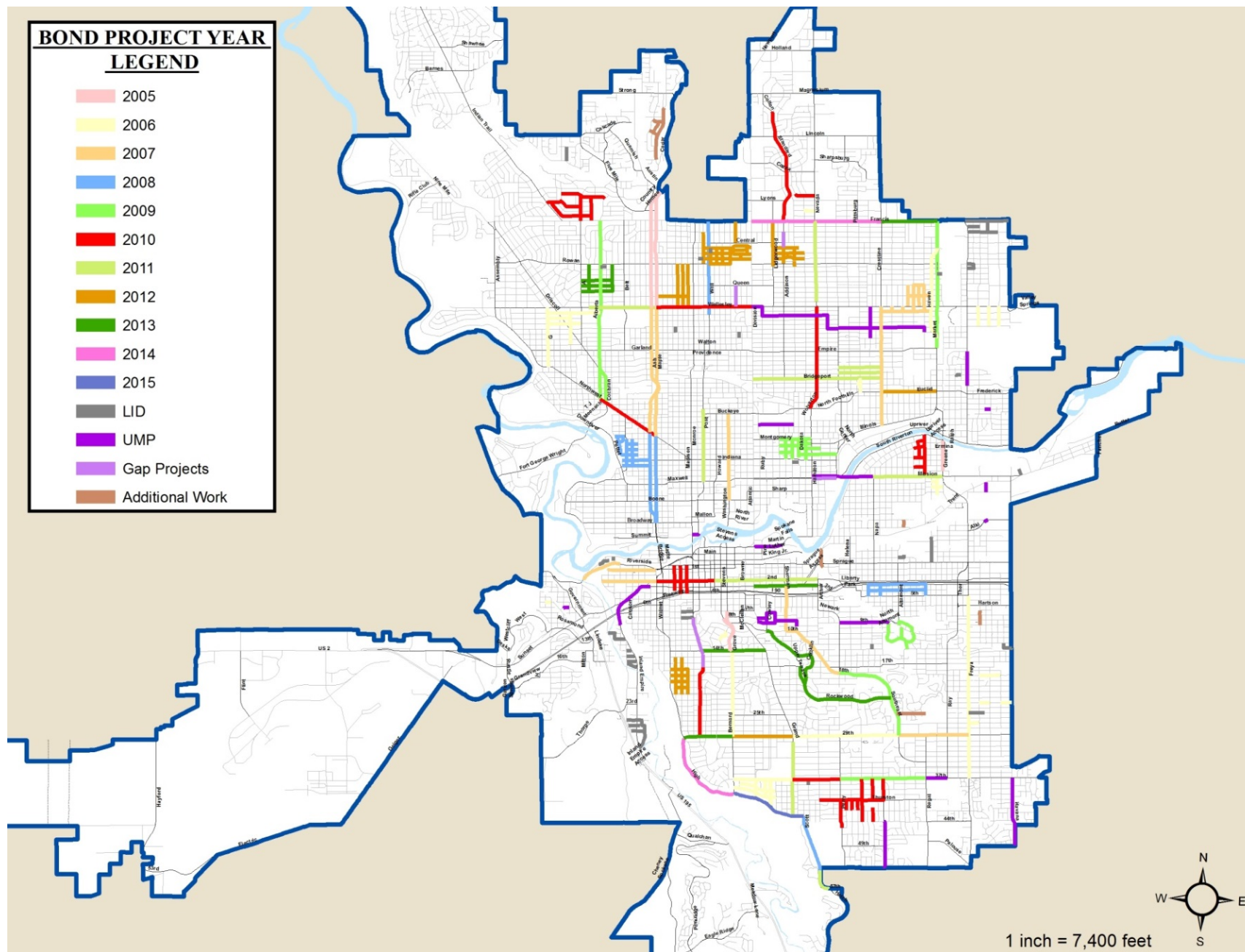
It's All About Integration!

- 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
- Comes together in Comp Plan update: Link Spokane



3-Dimensional View of Streets

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



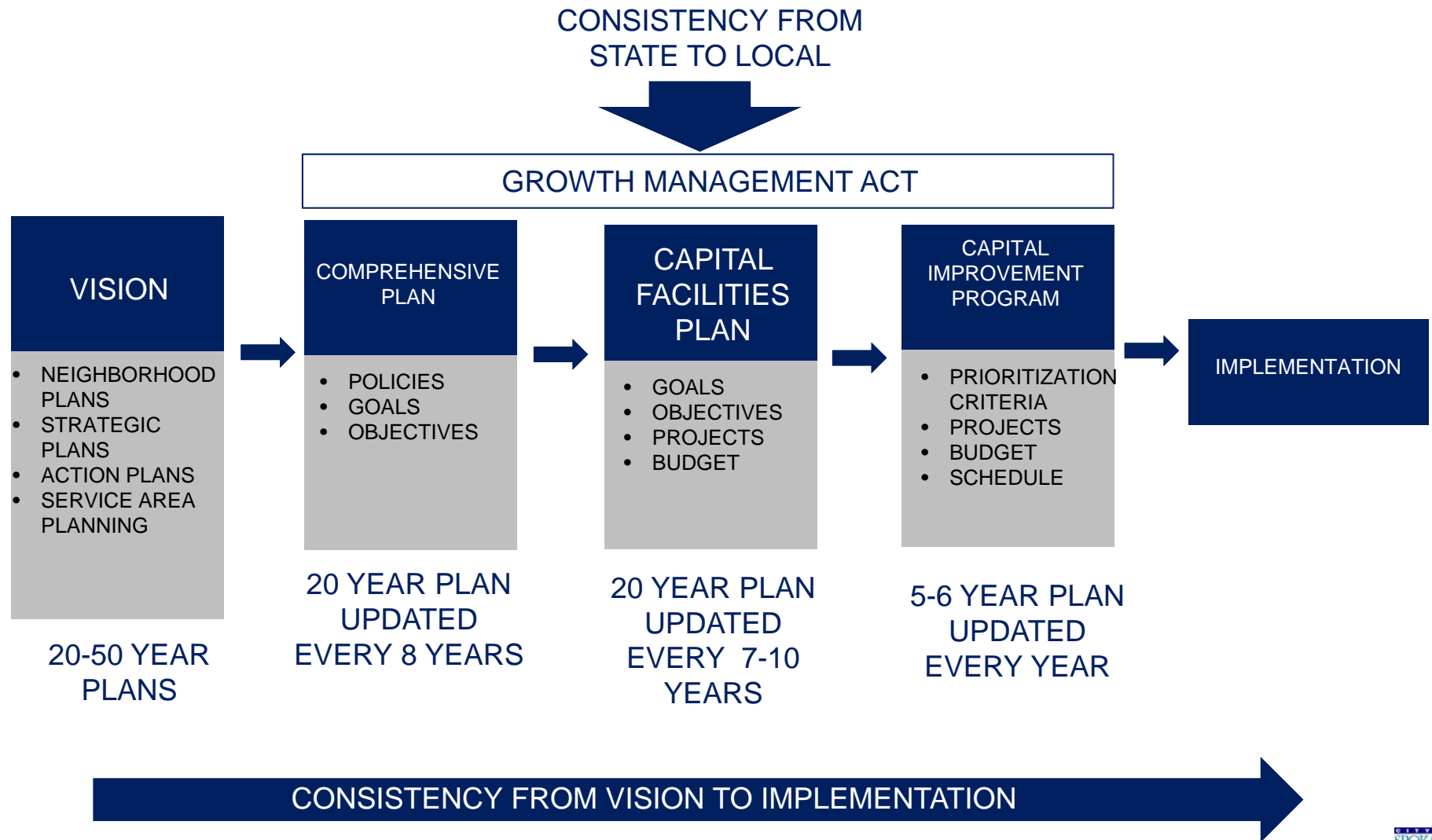
Integrated Plan Objectives

Environmentally & Financially Responsible

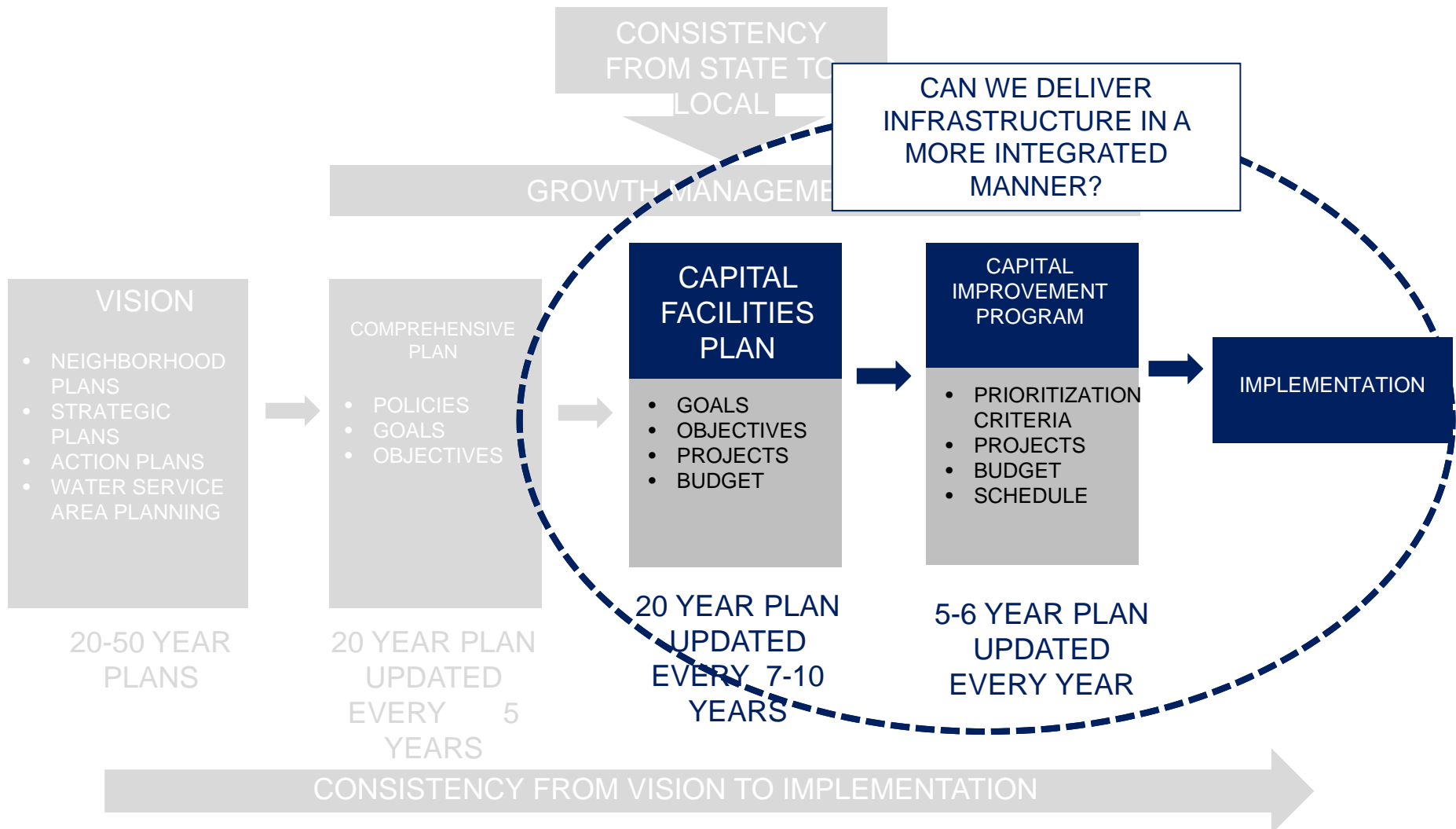
- Cleaner River faster.
 - Prioritize work that has a greater impact on pollutants.
- Implement cost-effective & innovative technologies.
 - Add “green” technologies.
 - Right-size existing projects.
- Holistic integration with other critical infrastructure.
 - Solve multiple problems.
 - Better streets,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



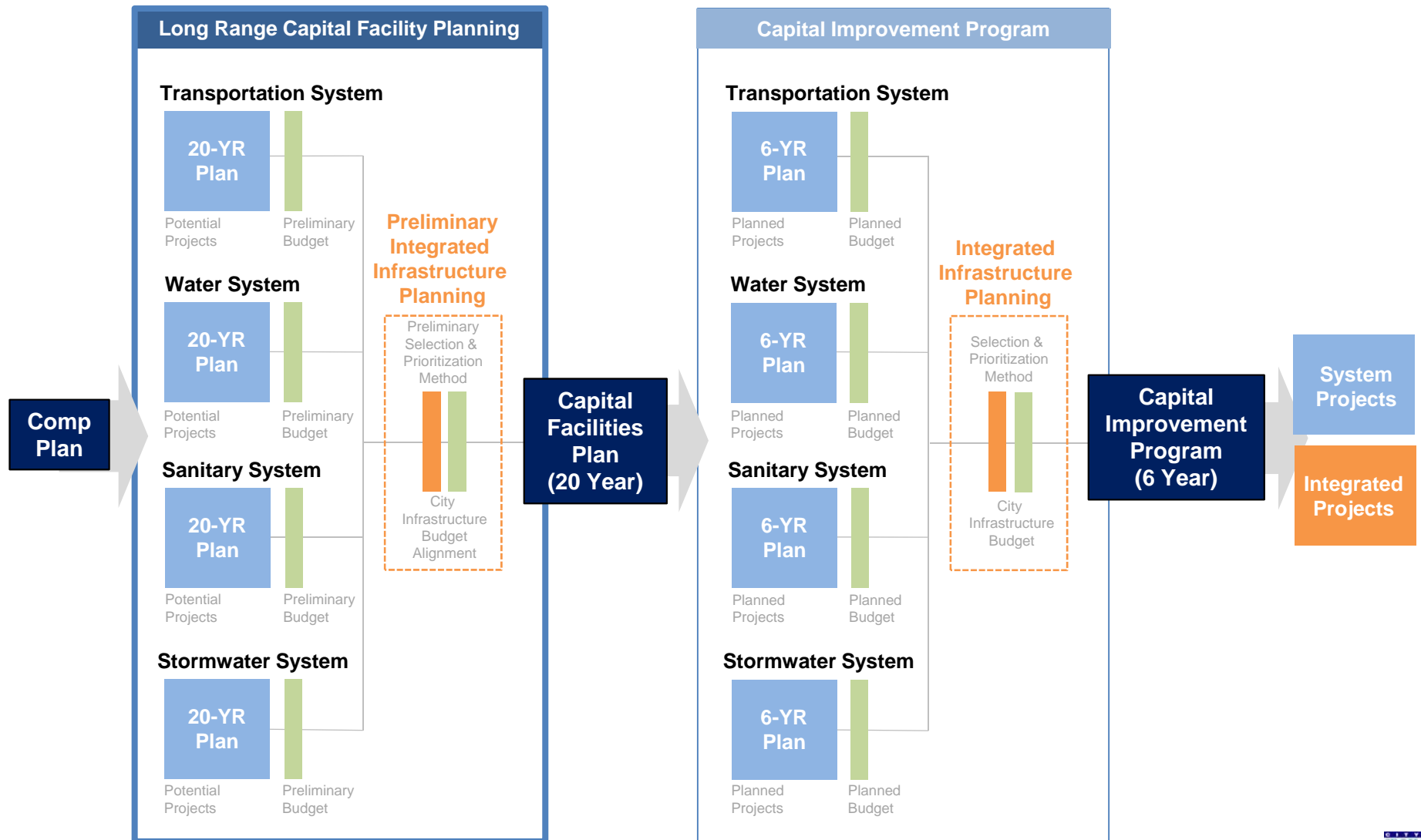
Infrastructure Planning Context



Infrastructure Planning



Integrated Infrastructure Framework



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 need to include a balanced multimodal transportation system.
- The update of the Transportation Chapter will have to offer financially sound goals.



Timeline

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



What is YOUR Role?

- Litmus test
- Reassess Vision & Goals
- Provide high-level direction on policies / document text
- Form subcommittees as needed for deeper dives
- Other roles as project evolves





Vision + Values



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”



Current Values

- 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.



Discussion



A Vision Statement...

- 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



A Vision Statement...

- **Identifies a desired achievement or condition.**
More than simply the condition of the transportation system, a performance-based transportation plan focuses on improvements from the perspective of transportation "customers", and may include a focus on improved (safer, more reliable, more cost effective, less polluting, or more enjoyable) travel conditions, as well as economic and quality of life conditions. A vision statement may meld transportation and broader community outcomes, addressing issues such as land use, housing, and economic opportunities.



A Vision Statement...

- **Provides inspiration.** A vision can help inspire the imagination and establish momentum toward new approaches or policies. It is appropriate to set a vision that will take concerted effort among partners, and require transportation investment choices that contribute toward that vision.



A Vision Statement...

- **Sets the stage** for preparing and implementing a performance-based transportation plan. The benefits of a visioning process include high engagement, a big-picture orientation, aligned actions and outcomes, and a more focused plan.



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 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”



Discussion



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Questions / Comments?

