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
# Updated Project Selection Matrix

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What Have We Done

City of Spokane Bikeway Network - Proposed Classifications

Draft
What is Link Spokane?

- Vision, Goals, and Priorities
- Infrastructure Integration
- Transportation - Land Use Connection
What is Link Spokane?
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:

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<th>Year</th>
<th>Description</th>
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<td>2004</td>
<td>$117 million 10-Year Street Bond (passed by 61.3% of City voters). Completed in 2015.</td>
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<td>2008</td>
<td>A Transportation Impact Fee Ordinance adopted by City Council requiring developers to help pay City costs to provide public services to new development.</td>
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<tr>
<td>2010</td>
<td>Transportation Benefit District with $20 vehicle License Tab Fee created by City Council for residential streets.</td>
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<td>2014</td>
<td>20-year Arterial Street Levy (passed by 78% of City voters) (maintenance &amp; repair funding).</td>
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<tr>
<td>2014</td>
<td>Utility Lease Payments</td>
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<td>2015</td>
<td>Stormwater Green Bonds - $200M</td>
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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
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

CONSISTENCY FROM STATE TO LOCAL

GROWTH MANAGEMENT ACT

VISION
- NEIGHBORHOOD PLANS
- STRATEGIC PLANS
- ACTION PLANS
- SERVICE AREA PLANNING

20-50 YEAR PLANS

20 YEAR PLAN UPDATED EVERY 8 YEARS

COMPREHENSIVE PLAN
- POLICIES
- GOALS
- OBJECTIVES

CAPITAL FACILITIES PLAN
- GOALS
- OBJECTIVES
- PROJECTS
- BUDGET

CAPITAL IMPROVEMENT PROGRAM
- PRIORITIZATION CRITERIA
- PROJECTS
- BUDGET
- SCHEDULE

IMPLEMENTATION

CONSISTENCY FROM VISION TO IMPLEMENTATION
Infrastructure Planning

Consistency from Vision to Implementation

Can we deliver infrastructure in a more integrated manner?

Vision
- Neighborhood plans
- Strategic plans
- Action plans
- Water service area planning

20-50 Year Plans

20 Year Plan
- Updated every 5 years

Comprehensive Plan
- Policies
- Goals
- Objectives

20 Year Plan
- Updated every 7-10 years

Capital Facilities Plan
- Goals
- Objectives
- Projects
- Budget

Capital Improvement Program
- Prioritization criteria
- Projects
- Budget
- Schedule

5-6 Year Plan
- Updated every year

Implementation

Consistency from Vision to Implementation
Integrated Infrastructure Framework

Long Range Capital Facility Planning

- Transportation System
  - 20-YR Plan
    - Potential Projects
    - Preliminary Budget

- Water System
  - 20-YR Plan
    - Potential Projects
    - Preliminary Budget

- Sanitary System
  - 20-YR Plan
    - Potential Projects
    - Preliminary Budget

- Stormwater System
  - 20-YR Plan
    - Potential Projects
    - Preliminary Budget

Preliminary Integrated Infrastructure Planning

- City Infrastructure Budget Alignment
- Preliminary Selection & Prioritization Method

Capital Facilities Plan (20 Year)

Capital Improvement Program

- Transportation System
  - 6-YR Plan
    - Planned Projects
    - Planned Budget

- Water System
  - 6-YR Plan
    - Planned Projects
    - Planned Budget

- Sanitary System
  - 6-YR Plan
    - Planned Projects
    - Planned Budget

- Stormwater System
  - 6-YR Plan
    - Planned Projects
    - Planned Budget

Integrated Infrastructure Planning

Selection & Prioritization Method

System Projects

Integrated Projects
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
“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.
• **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”
“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
Contact Information

Mike Tresidder – Project Manager
mtresidder@spokanecity.org
509.625.6506

Louis Meuler - Planner
lmeuler@spokanecity.org
509.625.6096
Questions / Comments?