

## TR 1 – TRANSPORTATION NETWORK FOR ALL USERS

The transportation system is designed to provide a complete transportation network for all users, maximizing innovation, access, choice, and options for all users across the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards

The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, and the Arterial Street map.

### **Key Actions:**

- Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, systemwide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- Utilize relevant performance measures to track the City's progress in developing the transportation network for all users
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
  - Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way
  - Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group

## TR 2 – TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system.

### **Key Actions:**

- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
  - Leaving space and providing Wi-Fi in lobbies for information and connections to taxi/transit/ridesharing services
  - Ensuring designs reflect the adopted pedestrian and bicycle plans
  - Ensuring adequate pedestrian, bicycle and transit facilities are included in any current codes as well as any anticipated requirements above and beyond the master plan
  - Providing bikeshare/carshare facilities on site for use by the public

## ROUGH DRAFT POLICIES / ACTIONS



- Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
- Managing parking in a way that reflects the surrounding land uses
- Participation in neighborhood programs/promotions
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate
- Continue to implement the City’s and County’s Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits
- Encourage the expansion of carshare programs in high-density residential areas
- Encourage the development and expansion of a bikeshare system
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day
- Working with local and regional partners and large employers, develop and initiate a program incentivizing non-SOV trips

### **TR 3 – TRANSPORTATION LEVEL-OF-SERVICE (LOS)**

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

The City of Spokane’s transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-vehicle modes of transportation in these areas is expected to balance overall transportation needs.

#### **Key Actions:**

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand
- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.

- Measure throughput in terms of number of people passing through an intersection, not vehicles.

### TR 4 – TRANSPORTATION SUPPORTING LAND USE

Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

#### **Key Actions:**

- Establish and maintain Street Design Standards reflecting best practices to implement designs that effectively support multimodal transportation while supporting local context and existing and planned land uses.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, PUD, institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

### TR 5 – CENTERS AND CORRIDORS ACCESS

Improve multimodal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.

#### **Key Actions:**

- Maintain street Design standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (sidewalks, curb ramps, bus benches, etc.)

### TR 6 – NEIGHBORHOOD ACCESS

Require developments to have open, accessible, internal multimodal transportation connections to adjacent properties and streets on all sides.

#### **Key Actions:**

- Increase connectivity by providing walking and biking pathways between cul-de-sacs.
- Provide local street stub-outs to adjacent vacant parcels.
- Determine effects of proposed development on existing pedestrian and roadway systems and develop appropriate multimodal mitigations

- Work with STA to increase neighborhood accessibility (to transit) through bus stop siting and bus stop design

### **TR 7 – MOVING FREIGHT**

Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the City's economic health of the city. The needs for delivery and collection of goods at businesses by truck should be incorporated, and the national trend of increased deliveries direct to residences anticipated.

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas
- Support intermodal freight transfer facilities (land to air, rail to street, interstate trucking to local delivery)

### **TR 8 – PROMOTE ECONOMIC OPPORTUNITY**

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in focused areas, develop "Great Streets" that enhance commerce and attract jobs.

- Coordinate closely with STA and area colleges and universities to provide frequent transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
  - Intelligent feedback to users
  - dynamic traffic signals
  - priority bus routes and signaling
  - Information sharing about capacity
- Coordinate closely with STA to identify and serve highly transit dependent areas with as frequent as possible transit service.
- Coordinate closely with STA to identify opportunities for service improvements
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures
- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Encourage car-sharing services near college campuses and in higher density neighborhoods throughout the city
- Implement the city's bicycle master plan for improved city-wide mobility

### TR 9 – PARKING

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

#### **Key Actions:**

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Continue to implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a way that supports transit.
- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Review parking minimums to ensure they are not resulting in an oversupply of parking
- Consider parking maximum policies to limit how much parking is developed
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies so that where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply
- In areas where on-street parking is difficult for residents, develop a preferred parking district to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

### TR 10 –TRAFFIC CALMING

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.

#### **Key Actions:**

- Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards
- Implement / review adopted neighborhood plans

### TR 11 – INFRASTRUCTURE DESIGN

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

### **Key Actions:**

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- Maintain street and sidewalk design guidelines reflecting best practices to effectively manage routine seasonal rain and snow, and provide emergency routes for services and evacuations.
- Collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses
- Require that bicycle parking and bicycle corrals are designed and sited according to the City-specified standards as illustrated in the City of Spokane Bicycle Parking Application.

## **TR 12 – TRANSPORTATION SYSTEM EFFICIENCY & INNOVATION**

Continually work to develop and manage the transportation system as efficiently as possible while exploring innovative opportunities and technologies.

### **Key Actions:**

- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)
- Continue to work with STA on transit system improvements, prioritizing improvements along the designated HPT network
- Continue to work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI)

## **TR 13 – ACTIVE TRANSPORTATION INVESTMENTS**

Continue to identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

### **Key Actions:**

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Continue seeking grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.

## ROUGH DRAFT POLICIES / ACTIONS



- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between transit stops and stations
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
  - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.
  - Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
  - Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
  - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
  - Ensure sidewalk gaps are not present, and that existing sidewalks are maintained, especially in areas of high pedestrian traffic and surrounding transit stops
    - Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
    - Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
  - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
  - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide secure parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to City-established design and siting standards.
- Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”
- Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

## **TR 14 – BICYCLE/PEDESTRIAN COORDINATION**

Provide bicycle and pedestrian planning and coordination to ensure that projects that are developed to meet the safety and access needs of all users.

### **Key Actions:**

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City’s transportation priorities

## ROUGH DRAFT POLICIES / ACTIONS



- Continue to incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities
- Continue to seek funding sources for active transportation projects
- Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- Continue to update and implement the pedestrian and bicycle master plans for active transportation users

## **TR 15 – SAFE & HEALTHY COMMUNITY EDUCATION & PROMOTION CAMPAIGNS**

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other local agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

### **Key Actions:**

- Continue educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and reducing individual travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic benefits of active transportation-related health impacts.
- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

## **TR 16 – LAW ENFORCEMENT & EMERGENCY MANAGEMENT**

Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

### **Key Actions:**

- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

## ROUGH DRAFT POLICIES / ACTIONS



- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.

### **TR 17 – PRIORITIZE & INTEGRATE INVESTMENTS**

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

#### **Key Actions:**

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Utilize the 20-year Arterial Street Strategy to guide roadway investments within the City
- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater
- Utilize a least-cost planning approach in prioritizing and integrating the City's investments in infrastructure

### **TR 18 – RIGHT-OF-WAY MAINTENANCE**

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

#### **Key Actions:**

- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements

### **TR 19 – PLAN COLLABORATIVELY**

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

#### **Key Actions:**

- Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multimodal transportation of people and goods between communities regionally
- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible

## ROUGH DRAFT POLICIES / ACTIONS



- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system

### **TR 20 – ACTIVATION**

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter

#### **Key Actions:**

- Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- Encourage local organizations to develop fun and engaging programming in the community

### **TR 21 – EFFECTIVE AND ENHANCED PUBLIC OUTREACH**

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

#### **Key Actions:**

- Develop community engagement plans for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being planned and before construction).
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.

### **TR 22 – TRANSIT OPERATIONAL EFFICIENCY**

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

#### **Key Actions:**

- Reference STA's stop design manual for the design of all transit stops, including avoiding the use of bus pullouts
- Provide appropriate space, paving and wiring for HPTN improvements
- Prohibit parking within bus stop zones

## **ROUGH DRAFT POLICIES / ACTIONS**



- Prioritize STA fixed routes in city's snow removal planning and operations

### **TR 23 PAVING EXISTING UNPAVED STREETS**

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways

#### **Key Actions:**

- Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved
- Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving