



**TO:** Policy Advisory Group  
**FROM:** LINK Spokane Team  
**RE:** Goals and Goal Statements

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## PREVIOUS MEETING

At the previous meeting, we had a very good discussion around the goal statements, particularly Goals 1-3. We have taken the thoughts shared at the previous meeting and attempted to integrate them as best as possible on the next page.

## KEY EDITS

In integrating the thoughts from the previous PAG meeting, here are items to note:

- Adding in definitions of mobility and access that will be integrated into the Goals introduction.
- Building on the definitions, separating out where we discuss personal mobility (Goal 1) and where we discuss personal access (Goal 2)
- Refocusing the Goal 3 statement on incentivizing economic growth and acknowledging that the focus on goods movement will be in policies

We have also added a new sub-section of each Goal titled "Intent". The purpose of this section is to expand on the Goal Statement itself and provide additional information on how the City will be using the Goal and the Policies contained within that section.

## HOMEWORK

Please take time to edit the Goal Statements on the next page (please make sure that Track Changes under the **Review** tab is turned on, so that we can see your specific additions/deletions).

Please return your marked up versions by April 15<sup>th</sup> to Mike Tresidder – [mtresidder@spokanecity.org](mailto:mtresidder@spokanecity.org)

## **KEY DEFINITIONS**

**Mobility:** Mobility refers to the movement of people and goods, allowing effective travel.

**Access:** Access is the ability to reach desired goods, services, and activities.

## **DRAFT GOAL STATEMENTS**

### **DRAFT Goal 1: Provide Transportation Choices**

Meet people's mobility needs by providing ~~equitable access to~~ **and encouraging use of**, multiple **safe** transportation options - including walking, bicycling, taking the bus, carpooling, and driving ~~personal private automobiles~~ **vehicles**.

#### **INTENT**

The objective is to reduce vehicle miles traveled by providing options for commuting, recreation and short trips using transit and active modes like walking and biking. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors, and an efficient multimodal system accommodates the needs for the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important.

### **DRAFT Goal 2: Accommodate Access to Daily Needs and Regional Destinations**

**Recognize Leverage** the key relationship between the places where people live, work, **learn, play,** 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.

**Promote land use patterns, transportation facilities, and other urban features that connect the places where people live, work, shop, and recreate. Promote access to and from these locations by transit, bike, and foot.**

#### **INTENT**

Land use type, intensity, and distribution - as a result of on-going development of the City - greatly influences travel choices and decisions on **connectivity**, placement and investments of transportation facilities. Transportation investments should help drive economic development, energize activity centers, and **produce quality places that retain value through time**. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Because land use and transportation are fundamentally linked, it is important that transportation facilities be designed to meet both community desires and federal, state, regional, and local standards for functionality, safety, service, and efficiency.

Comment [mt1]: SRHD: is there an easier, plain language way to say this?



### DRAFT Goal 3: Promote Economic Opportunity

Identify projects that support and incentivize/facilitate economic growth and opportunity in support of the City's land use plan objectives.

Balance mobility and access for the movement of goods and services to enhance and promote economic opportunity throughout the City for all residents and businesses.

#### INTENT

The City acknowledges that goods movement is critical to Spokane's economic development and well-being, and an efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods. While the region is addressing the backbone of the over-the-road system through improvements to the interstate, state, and local roadway systems, access to that expanded network must be maintained. Link Spokane, therefore, recommends a set of core freight routes that provide a reasonable path from major areas of industrial concentration to the freeway, rail, and air systems. These routes will be designed and have been selected to avoid as many conflicts (such as residential neighborhoods) as possible.

Comment [mt2]: SRHD: I think this is a good area to address food security and it's relation to transportation

### DRAFT Goal 4: Respect Natural & Neighborhood Assets

Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, learn, and play in a safe and healthy environment.

#### INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and align with criteria for regional and federal grant funding.

Spokane will endeavor to improve safety by following the Washington State Department of Transportation's (WSDOT) most current highway safety plan, applying traffic-calming measures, and implementing efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. The policies below can help improve livability in residential settings by protecting neighborhoods by encouraging context appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

### DRAFT Goal 5: Enhance Public Health & Safety

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

#### INTENT

Promote healthy communities in Spokane by implementing a transportation system that supports a reduced auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards, including environmental justice and health equity considerations. The



environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

### **DRAFT Goal 6: Maximize Public Benefits and Fiscal Responsibility with Integration**

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

#### **INTENT**

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system
- City will prioritize projects using an integrated approach that considers all needs in the right of way
- City will use a pay-as-you-go approach in maintaining streets

"The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits."

Spokane will emphasize investments for the preservation of existing transportation facilities equitably across the City by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the City will continue to use cost saving strategies, efficiencies, and accountability as guidelines for the best use of the available funds.

### **DRAFT Goal 7: Promote a Sense of Place**

Foster-Promote 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.

#### **INTENT**

The term "sense of place" is often used to describe the prevailing character or atmosphere of an individuals' relationship with a place. It is used in relation to those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location and foster a sense of human attachment and belonging. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation can also help to create a sense of place.

A good sense of place can foster positive emotional attachment to the neighborhood and community, levels of interaction between members of the community and formal participation or involvement in neighborhood and community organizations. A body of evidence exists indicating that good social

networks and connection and community involvement has positive physical and mental health consequences.

This is facilitated by promoting design that is context sensitive and tied to surrounding land uses with appropriate amounts of street amenity and community expectations.

DRAFT

