



# *Link Spokane:*

## **Policy Advisory Group Meeting #4: Vision & Goals**

## Previously in Link Spokane

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- Continued Vision Statement discussion
- Continued Values discussion
- Overview existing Goals, sheer number of goals and policies
- Potential Draft Goals
- Homework: review of goal statements and intent

# Today in Link Spokane

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- Wrap-up Vision and Values discussion
- Goals and Intent discussion

## DRAFT Vision Statement

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*“Spokane will have a well-maintained multimodal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.”*

# DRAFT Values Statements

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- Economic Vitality
- Environmental Conservation
- Enhance personal choice
- Technological innovation
- Safety, including protecting vulnerable users
- Protecting personal rights
- Enhancing the quality of life
- Year-round accessibility for all
- Equitable
- Sustainable
- Diversity
- Accessibility
- Stewardship
- Individual Rights
- Individual Time

## *Discussion / Approval*





# *Link Spokane:* **Goals & Policies**

# Goal Definition

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- A **goal** is a general statement of the community's desired outcome.

— Spokane Comprehensive Plan



# Existing Transportation Goals

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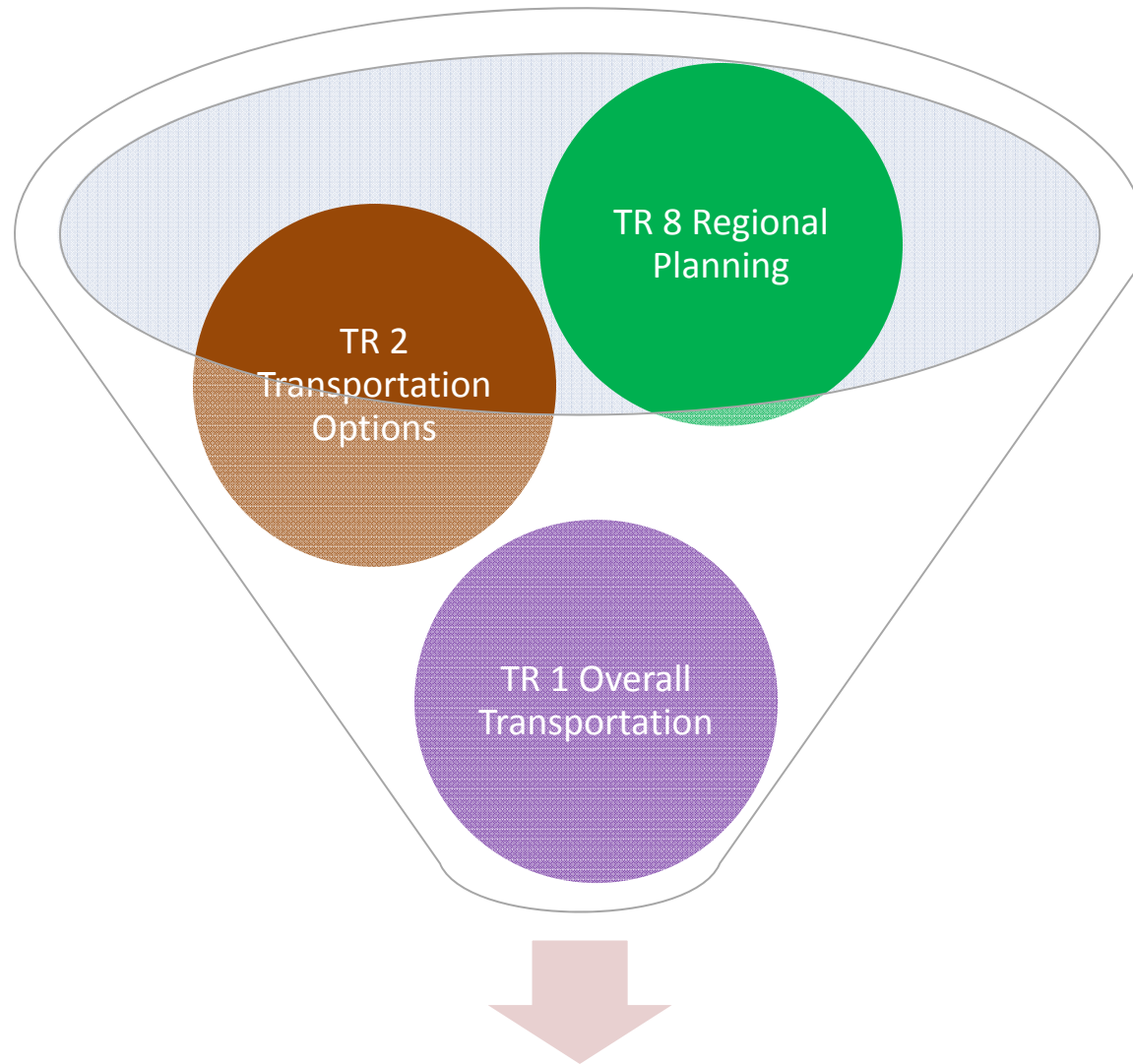
- TR 1: Overall Transportation
- TR 2: Transportation Options
- TR 3: Transportation and Land Use
- TR 4: Efficient + Safe Mobility
- TR 5: Neighborhood Protection
- TR 6: Environmental Protection
- TR 7: Sense of Place
- TR 8: Regional Planning
- TR 9: Equitable Funding
- TR 10: The Future

**2013 Audit  
found weak  
correlation  
between goals  
and built  
environment**

## DRAFT Goals

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- Provide Transportation Choices
- Accommodate Access to Daily Needs & Regional Destinations
- Promote Economic Opportunity
- Respect Natural & Neighborhood Assets
- Enhance Public Health and Safety
- Maximize Public Benefits with Integrated Public Investments
- Promote a Sense of Place



# Provide Transportation Choices

## Potential Draft Goal

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- Provide Transportation Choices

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

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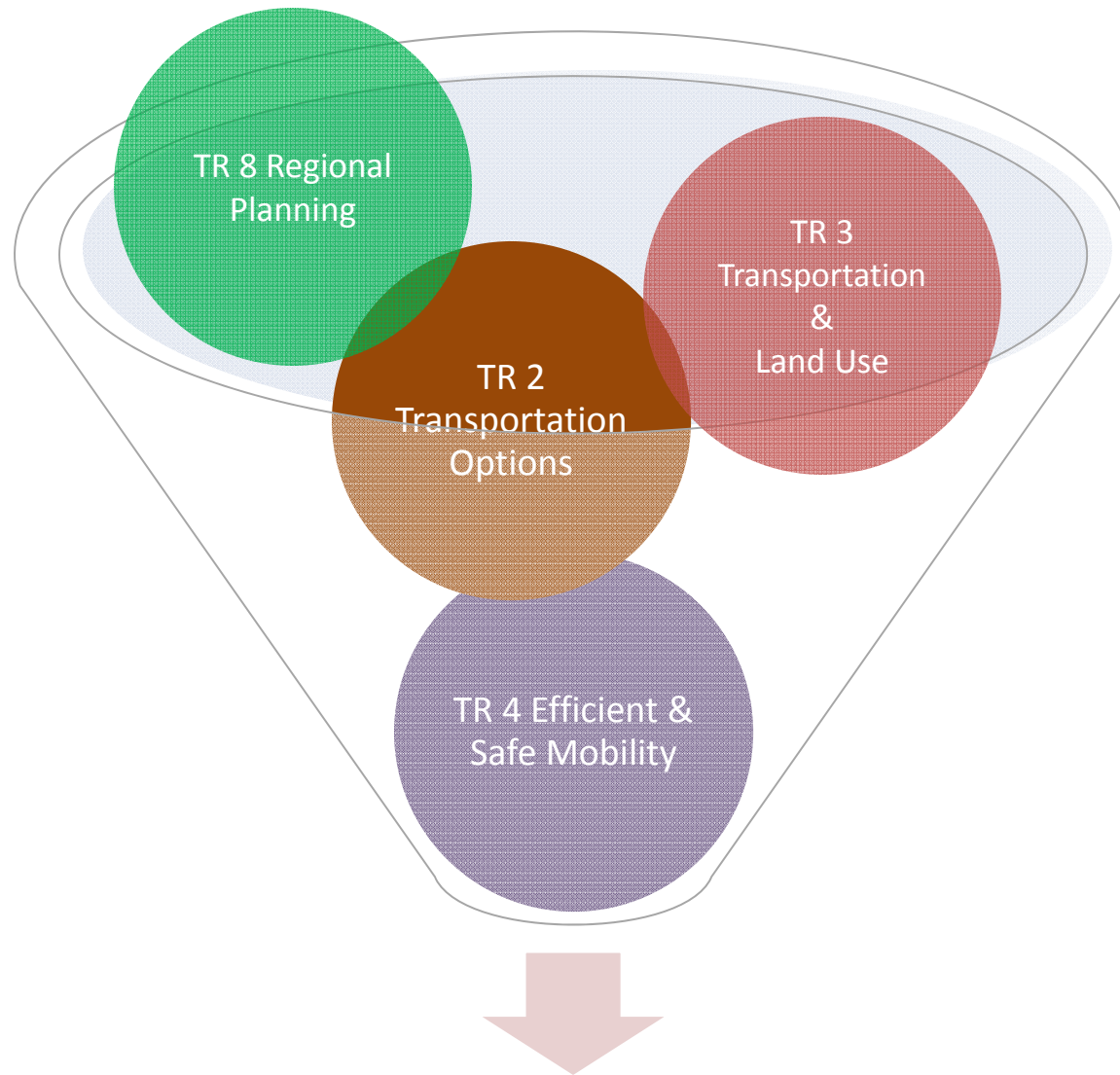
*Meet people's mobility needs by providing, and encouraging use of, multiple safe transportation options - including walking, bicycling, taking the bus, carpooling, and driving personal vehicles.*

# Provide Transportation Choices

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- 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.





Accommodate Access to Daily Needs &  
Regional Destinations

## Potential Draft Goal

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- Accommodate Access To Daily Needs and Regional Destinations

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

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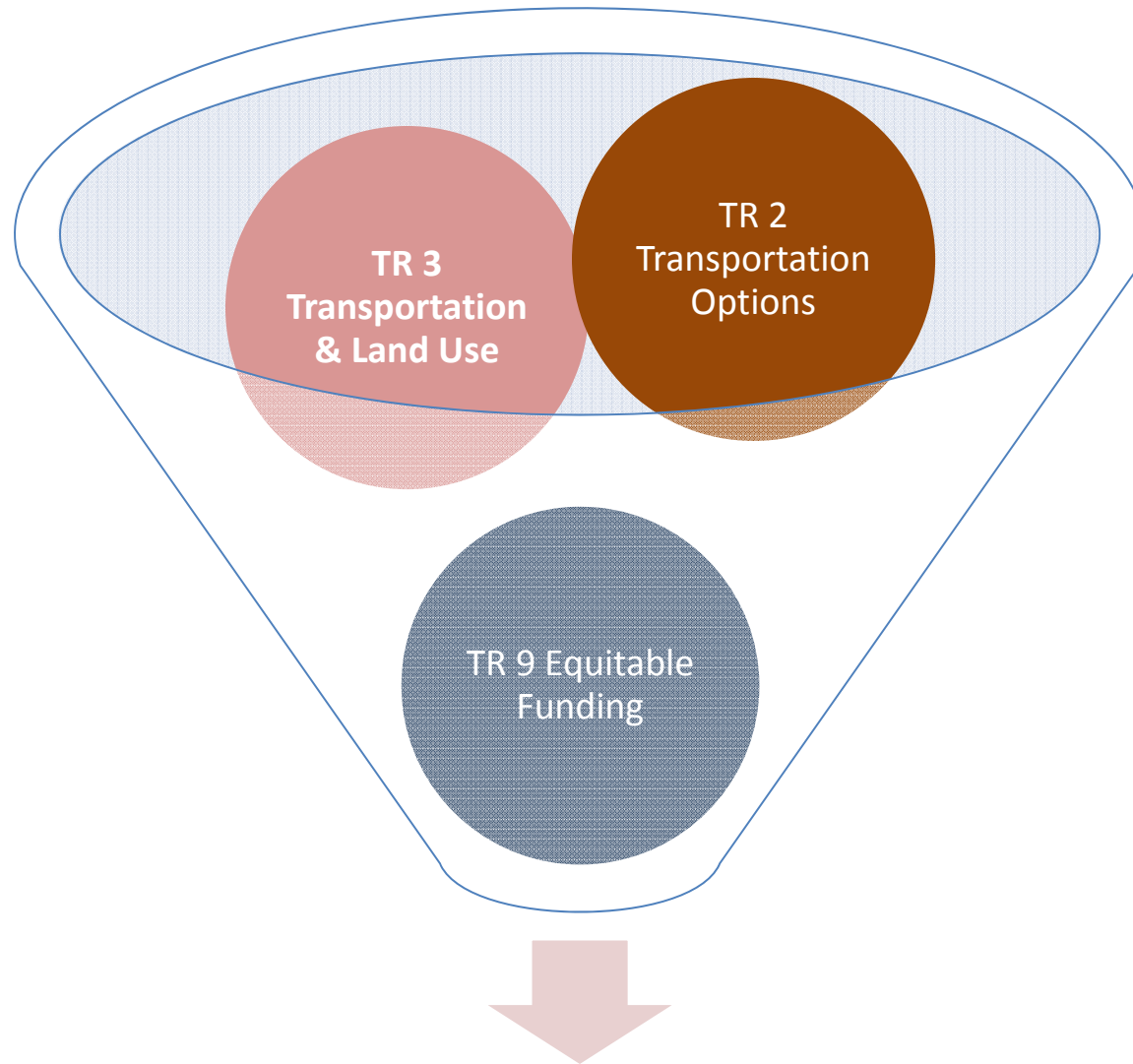
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*Leverage the key relationship between the places where people live, work, learn, play, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advance Spokane's quality of life.*

## Accommodate Access to Daily Needs and Regional Destinations

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- 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.



# Potential Draft Goal

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- Promote Economic Opportunity

*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.*

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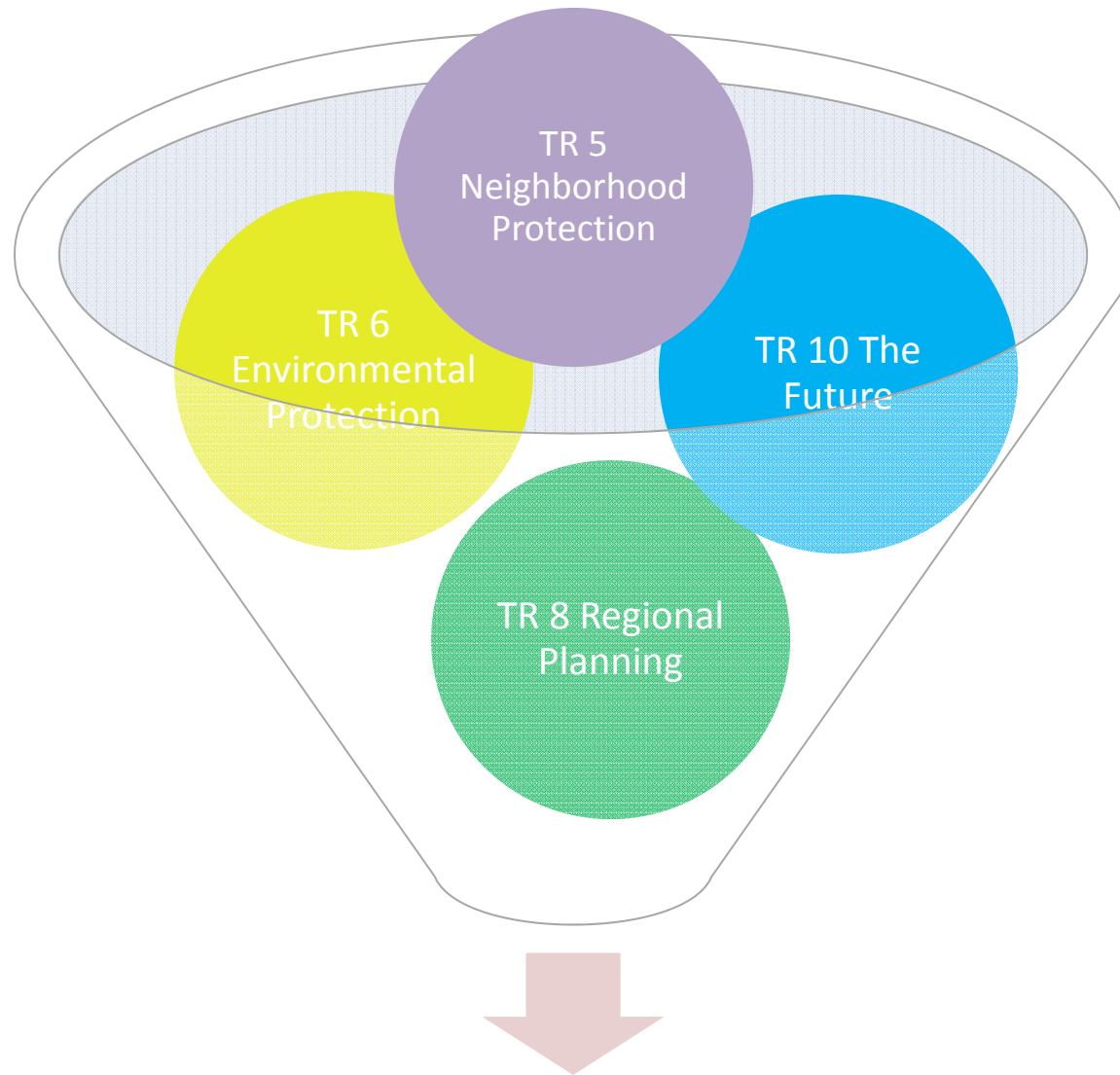
*Identify projects that support and facilitate economic growth and opportunity in support of the City's land use plan objectives.*



# Promote Economic Opportunity

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- 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.



Respect Natural and Neighborhood Assets

## Potential Draft Goal

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- Respect Natural & Neighborhood Assets

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

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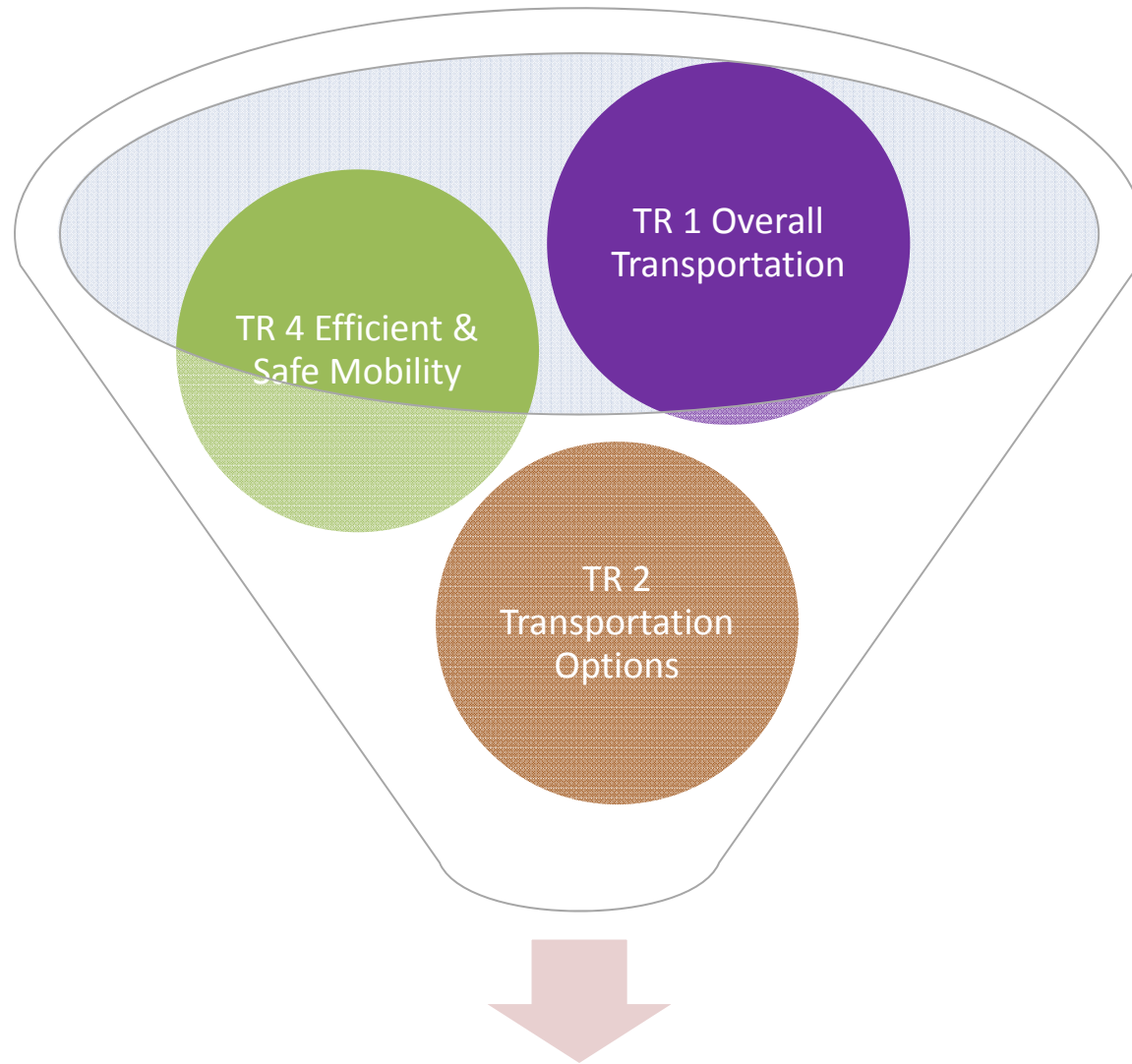
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*Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, learn, and play in a safe and healthy environment.*

# Respect Natural & Neighborhood Assets

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- 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 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.



Enhance Public Health and Safety



# Potential Draft Goal

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- Enhance Public Health & Safety

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

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*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.*

# Enhance Public Health & Safety

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- 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.



Maximize Public Benefits with Integrated  
Public Investments

## Potential Draft Goal

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- Maximize Public Benefits and Fiscal Responsibility with Integration

*Design an environmentally, socially, and fiscally sustainable transportation system that serves its users through coordinated planning, funding, and project-level efforts with other partners and utilities.*

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*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.*

## Maximize Public Benefits and Fiscal Responsibility with Integration

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- 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.



## Potential Draft Goal

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- Promote Sense of Place

*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.*

# Promote a Sense of Place

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- 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.

# *Discussion*

## Contact Information

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*Questions / Comments?*