

TO: Policy Advisory Group

FROM: LINK Spokane Team

RE: Goals and Goal Statements

PREVIOUS MEETING

At the previous meeting, we continued our discussion around the goal statements. 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 previous PAG meetings, 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 had a good discussion on neighborhood vs. community in Goal 4. At the moment, we have decided to use the more encompassing term community in the Goal title while recognizing the importance of the neighborhood in the goal statement and intent.

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.

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 all people's mobility needs by providing, and encouraging use of, multiple safe transportation options - including walking, bicycling, using public transportation, carpooling, and personal vehicles.

INTENT

The objective is to support the desires of the community to have transportation options 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.

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

Harmonize 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.

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

INTENT

Land use type, mix, 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, provide greater food security for residents, and produce quality places/neighborhoods/communities 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.

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 3: Promote Economic Opportunity

Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.

INTENT

The City acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

DRAFT Goal 4: Respect Natural & Community Assets

Protect natural, community, and 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, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The intent of the policies below is to improve livability in residential settings by protecting communities and 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 provides for the needs of all travelers, particularly the most vulnerable users.

INTENT

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce 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. Consider the needs of all roadway users when applying traffic-calming measure while implementing safety efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An 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, and socially equitable transportation system that serves its users through coordinated planning and budgeting 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.”

The intent is to upgrade all arterial roadways to a good condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - 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 remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

DRAFT Goal 7: Promote a Sense of Place

Promote a sense of community and identity through the provision of context-sensitive 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 describes those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location. 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.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations.