

**TO:** Policy Advisory Group

**FROM:** LINK Spokane Team

**RE:** Potential Policies Worksheet

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## INTRODUCTION

The following document contains a DRAFT worksheet of the first attempt at identifying potential policy topics and what each potential policy would address. The worksheet is organized as follows:

Column 1: Titled “Goal”. This is direct from our previous discussions.

Column 2: Titled “Goal Statement”. This is direct from our previous discussions.

Column 3: Titled “Potential Policy Topics”. Drawing from the current transportation chapter of the comprehensive plan, as well as best practices, this column identifies general potential policy headings.

Column 4: Titled “Would Include / Addresses”. Again, drawing from the current transportation chapter of the comprehensive plan, as well as best practices, this column identifies the general ideas that the policy and supportive actions would address.

Column 5: Titled “Replaces / Incorporates”. This is tracking the policies in the current transportation chapter, and how they are being consolidated/incorporated into the Link Spokane update.

## QUESTIONS TO CONSIDER

When looking at the worksheet, please consider the following questions – we will be diving into these questions further at our meeting.

1. Have we missed any potential policies (Column 3) that you consider important? Note: This first round of policy headings was an effort to start out as simplified as possible.
2. Have we missed anything in the identified general ideas that the policy and supportive actions would address (Column 4)?
3. The worksheet is arranged where the potential policies are tied to a specific goal. We are considering uncoupling the policies from the goals, and either (a) listing the policies and identifying goals they reflect in the text, but not grouping them or (b) reflecting the policies back to the Values statements. We’ll have a discussion around this idea, but please be thinking about how organizing the chapter differently feels to you.

If you are unable to attend the meeting, please feel free to email me with your comments at [mtresidder@spokanecity.org](mailto:mtresidder@spokanecity.org)

Goal	Goal Statement	Potential Policy Topics	Would Include / Address	Replaces / Incorporates
<b>Transportation Choices</b>	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.	<b>Complete Streets</b>	Design, operate and maintain streets and roadways according to the transportation chapter to accommodate and promote safe and convenient travel for all people as specified in the plan. Recognize ADA Transition Plan, Pedestrian Master Plan, Bicycle Master Plan.	1.1, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18,4.25, 5.1, 5.2, 9.3
		<b>Transportation Demand Management Strategies (TDM)</b>	Using TDM strategies to increase the attractiveness of transportation mode options and gain efficiencies in the transportation system	2.2
		<b>Transportation Level-of-Service (LOS)</b>	Set and maintain transportations level of service standards that support desired focused growth patterns and choices of transportation modes.	4.23
<b>Accommodate Access to Daily Needs &amp; Regional Destinations</b>	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.	<b>Transportation &amp; Land Use</b>	Connect our existing & planned transportation system with our planned land uses so they work together. - efficiently support economic and daily needs of spokane	3.1,3.2,3.3,3.4,3.5,3.6, 4.4
		<b>Centers &amp; Corridors Access</b>	Improve multimodal transportation options to and within the centers and corridors and downtown.	4.9,4.10
		<b>Neighborhood Access</b>	Design neighborhoods to have open, well-connected links to nearby attractors (commercial areas, parks, schools, etc) and streets on all sides	4.5,4.6
<b>Promote Economic Opportunity</b>	Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.	<b>Freight Master Plan</b>	Develop a Freight Master Plan	4.8
		<b>Economic Opportunity Promotion</b>	Increase efficient and affordable access to jobs, education, and workforce training	
		<b>Parking (Downtown, Centers, Corridors)</b>	Parking requirements, desires	2.4, 2.5
<b>Respect Natural and Neighborhood Assets</b>	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.	<b>Neighborhood Traffic Calming</b>	Use context-sensitve traffic calming measures in neighborhoods	5.3, 5.4, 5.6
		<b>Arterial Design</b>	Design arterials to be the best asset possible for neighborhoods.	5.5
		<b>Traffic Congestion</b>	Continually work to make the existing Trans system the most efficient possible. Signal timing, new technology, transit system improvements	6.5
		<b>Neighborhood Parking</b>	Balance the needs of residents with the needs for vibrant neighborhood scaled supporting services	5.7
		<b>Street Paving</b>	Continue to allocate resources for paving dirt and gravel streets.	6.7
<b>Enhance Public Health and Safety</b>	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.	<b>Prioritize Active Transportation Investments</b>	Prioritize active transportation investments	1.1
		<b>Bicycle/Pedestrian Coordination</b>	Continue to continually resource Planning and Coordination for all modes, including bike, peds, and vulnerable users.	2.3
		<b>Street Design</b>	Design streets to discourage drivers from speeding and increase the safety of roadway users. Streets should be built with the minimum amount of street width needed to serve the street's purpose and calm traffic.	4.2,4.3
		<b>Safe &amp; Healthy Community Promotion Campaigns</b>	Promote healthy communities by providing a transportation system that protects and improves user health and environmental quality.	
		<b>Law Enforcement</b>	Partner with sister agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable	4.16, 6.3, 9.1, 9.2, 10.3
<b>Maximize Public Benefits and Fiscal Responsibility with Integration</b>	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.	<b>Strategic Investments</b>	Make strategic investment decisions consistent with policies in this plan and other City and agency transportation agencies.	
		<b>Prioritize Investments</b>	Prioritize investment based on the adopted goals and priorities outlined in the transportation chapter of the comprehensive plan	10.1
		<b>Right-of-Way Maintenance</b>	Keep facilities within the public rights-of-way well-maintained and clean	2.8,2.9,4.17-4.22
		<b>Plan Collaboratively</b>	Work with partner agencies to coordinate transportation systems	4.24,8.1,8.2,8.3,8.4,8.5
<b>Promote a Sense of Place</b>	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.	<b>Streetscape Design</b>	Create street standards to support the desired context and land uses	2.1,4.19,4.20,4.21, 7.3
		<b>Activation</b>	Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place	7.6