

## TR 1 – COMPLETE STREETS

The transportation system is designed to provide a complete transportation network for all users, as noted in the adopted Complete Streets Ordinance. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, and the Arterial Street map. Every street or facility will not always provided dedicated facilities for each mode, but the overall networks have been designed to provide a complete system for each mode. As called for in the Master Bike Plan, Pedestrian Master Plan and the Arterial Street Plan, streets and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users<sup>1</sup> while acknowledging that not all streets must provide the same type of travel experience.

### **Key Actions:**

Make transportation decisions based upon the adopted policies, plans, and design standards and guidelines

- Utilize the Bicycle Plan and Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe 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 environment for children.
  - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure sidewalk gaps are not present, and that existing sidewalks are maintained, especially in areas of high pedestrian traffic
    - 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 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.

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<sup>1</sup>pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers

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

Use TDM strategies to provide transportation options and gain efficiencies in the transportation system.

#### **Key Actions:**

- Incorporate TDM strategies and context sensitive programs 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 that designs reflect the adopted pedestrian and bicycle plans
  - Ensuring adequate pedestrian and bicycle facilities under current codes as well as any anticipated requirements above and beyond the master plan
  - Provide bikeshare/carshare facilities on site for use by the public
  - Orienting development to the street and allowing for a clear path from the front door to 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
- Continue to implement the Commute Trip Reduction Plan and explore expansion of reduction plans such as the GTEC plan.
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data and 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 car-share programs to high-density residential areas
- Encourage promotional events for transportation alternatives such as Walk to School Day, or Bike to Work Day

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

Set and maintain transportation level of service standards that support desired growth patterns and 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.

## **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 sensitivity to 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 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 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)

# ROUGH DRAFT POLICIES / ACTIONS



## TR 6 – NEIGHBORHOOD ACCESS

Require development to have open, well-connected, internal multimodal transportation connections and to be well-connected 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 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
- Explore Policy link between Air, Rail, Interstate trucking, local delivery
- 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
  - Intelligent feedback to users, dynamic traffic signals, priority bus routes, bicycle system, ped
  - 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 additional cross-city routes
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures

## ROUGH DRAFT POLICIES / ACTIONS



- 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:**

- 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
- In the long term, parking maximum policies may be adopted 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 – NEIGHBORHOOD 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 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

### **TR 11 – INFRASTRUCTURE DESIGN**

The City shall maintain and follow design guidelines reflecting best practices that provide for a connected infrastructure that reflects and respects the local context.

## **ROUGH DRAFT POLICIES / ACTIONS**



### **Key Actions:**

- The City shall 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.
- The City shall maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow without causing congestion, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- The City shall 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

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

Continually work to develop and manage the transportation system as efficiently as possible

### **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

## **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 pedestrian and bicycle network provide direct connections between major activity centers.
- 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.

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

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

## ROUGH DRAFT POLICIES / ACTIONS



### **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
- Continue to incorporate bicycle/pedestrian facilities as early as possible into 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 specific 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
- 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**

Partner with sister agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable.

### **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



### 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
- Link stormwater/water infrastructure investments with roadway investments to ....<add text>

### TR 18 – RIGHT-OF-WAY MAINTENANCE

Keep facilities within the public rights-of-way well-maintained and clean for the benefit of all while focusing improvements on arterials, including both complete rehabilitation of streets and maintenance work, 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 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, 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 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
- Coordinate with SRTC and neighboring jurisdictions to ensure efficient, multimodal transportation of people and goods between communities regionally
- 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 all transportation entities on a regular basis; planning information shall be shared during all phases of projects
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system
- Freight route and Rail system coordination policy....



## ROUGH DRAFT POLICIES / ACTIONS



### 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 criteria for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- 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 – PLANNING FOR VULNERABLE 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.

#### **Key Actions:**

- 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 23 – 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
- Add grade loading for HTPN routes
- Refer to STA Plan for further examples

**ROUGH DRAFT POLICIES / ACTIONS**

- Provide appropriate space, paving, and wiring for

**TR 24 PAVING EXISTING UNPAVED STREETS**

Identify and prioritize resources for paving existing dirt and gravel streets

**Key Actions:**

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