



# Southgate Neighborhood *Transportation & Connectivity*

*An Element of the Southgate Neighborhood Plan*

*Southgate Neighborhood Stakeholders Planning Committee*  
*Prepared by: AHBL, Inc.*



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*September 2010*



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# Overview

The purpose of the Connectivity Element of the Southgate Neighborhood Plan is to identify and propose solutions for issues related to the safety, convenience, and character of vehicular, mass-transit, bicycle and pedestrian infrastructure. For the purposes of this document, connectivity shall be defined as a neighborhood condition wherein transportation infrastructure physically and experientially connects important places within the community using appropriate infrastructure for vehicles, pedestrians and bicycles.

The concept of connectivity addresses transportation issues identified by Washington State's Growth Management Act, which urges municipalities, both city and county, to "encourage efficient multimodal transportation systems that are based on regional priorities" (City of Spokane Comprehensive Plan, Section 2.2, Page 9). This element attempts to implement the principles and guidelines of the City of Spokane's Comprehensive Plan. Concerning connectivity, the Comprehensive Plan states:

*"Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community"* (Section 1.4, Page 11).

Therefore, the Southgate Stakeholders Planning Committee (SSPC), as directed by the Southgate Neighborhood Council, identified connectivity as a critical planning issue for the neighborhood. This document presents the following items:

- the goals, objectives and policies of the Southgate Neighborhood Connectivity Element
- a methodology for rationalizing proposed solutions and inventorying existing connectivity conditions
- the generation and selection of connectivity concepts
- a connectivity master plan, and
- strategies for implementing this plan, including design guidelines and a list of connectivity principles.

# Goals



In November 2008, the neighborhood participated in a SWOT exercise (Strengths, Weaknesses, Opportunities, and Threats) hosted by Eastern Washington University aimed at resolving neighborhood-related issues (Southgate Background Report, Pages 36-39). From highest to lowest priority, the following connectivity-related operational and planning issues emerged:

- Maintain and create connected trails, sidewalks, bike paths
- Maintaining access to amenities (proximities to schools, shopping, and other services)
- Maintaining good neighborhoods (safety/low crime, pride, active, livability)
- Address high traffic (Regal and other)
- Contribute to and enhance access to Transit
- Improve street connections

At the same time, there were issues identified that could be addressed either directly or indirectly via connectivity. They include, from highest to lowest priority:

- Improvement and protection of quality open space
- Address Low neighborhood identity
- Facilitate planned growth and good planning
- Seek improvements and open space for Hazel's Creek
- Limit loss of neighborhood character
- Locate and build neighborhood center

These issues were important to the formation of neighborhood connectivity goals. Through the planning process with AHB, the following emerged as key connectivity goals identified by the stakeholders:

- **Link underserved neighborhoods to parks, commercial centers, and schools**
- **Complete the grid**
- **Improve the bike / pedestrian network**
- **Resolve barriers to east-to-west connectivity**
- **Seek opportunities to create an identity for the neighborhood via connectivity**



# Methodology

It is critical that this document be consistent with the City of Spokane Comprehensive Plan and other relevant connectivity plans. To ensure consistency the goals and policies of each Comprehensive Plan element were reviewed and digested into a list of connectivity-related policies (See Appendix A). These policies guided the planning and design process and are used in this document as evidence of the validity of proposed connectivity solutions.

The following lists all documents consulted throughout the planning process:

- City of Spokane, Comprehensive Plan Connectivity-Related Policies (See Appendix A)
- City of Spokane, Comprehensive Plan Transportation Maps
- TR 2 - Planned Bikeway Network
- TR 3 - Planned Arterial Network
- TR 4 - Boulevards, Parkways, and Area Classifications Plan
- City of Spokane, Hazel's Creek Stormwater Facility & Greenway Concept
- City of Spokane, Hazel's Creek Greenway Concept Hydrology
- City of Spokane, Street Development Standards (SMC Chapter 17H.010)
- Spokane County, Regional Trails Plan
- (See Southgate Neighborhood Parks & Open Space Element pg. 7 & 8)
- Spokane County, Comprehensive Plan – Appendix F – S.E. Spokane Trails Master Plan
- (See Southgate Neighborhood Parks & Open Space Element pg. 9)

Also, an inventory of critical intersections and destinations was taken. These were used to determine where important pedestrian crossings, traffic lights, paving treatments, and other traffic controlling strategies might best be implemented, as well as where design should be used to generate a sense of community and local character.

To secure funding for improvement projects related to connectivity, they must be identified through the State Environmental Protection Act (SEPA) and include, specifically, where a project will occur and the design standards that describe the built character of the corridor. The Southgate Connectivity Master Plan shows the extent of desirable connectivity projects and is supported by a set of design standards called "Complete Streets Guidelines". These standards are presented later in this document.









# Design Concept

Based upon the goals generated by neighborhood stakeholders, AHBL used three primary organizing concepts to drive the connectivity design.

## Major Organizing Concepts

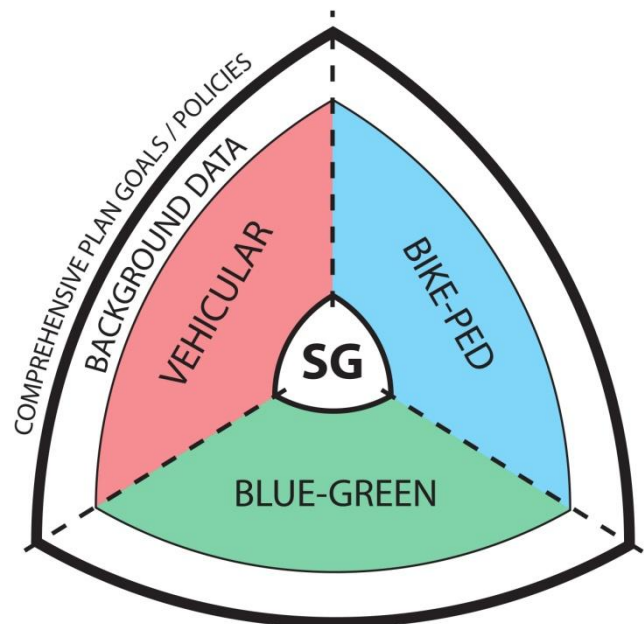
- Relieve vehicular traffic on North-South arterials by spreading traffic as evenly as possible throughout the neighborhood
- Promote biking, walking, and mass-transit as convenient alternatives to driving
- Use connections as opportunities for open space

Within this approach, the neighborhood stakeholders identified three categories of connections that must be addressed in neighborhood streets.

**Vehicular:** Connections that reduce congestion, increase travel options for both modes of travel and routes taken, provide for safe bicycle/pedestrian crossing, do not impede other forms of connectivity, and allow for regional and intercity travel.

**Bike / Pedestrian:** Connections that provide safe, aesthetically pleasing options for non-motorized travel and reduce the amount of auto trips needed for everyday activities.

**Blue / Green:** Connections that support, promote, and improve wildlife habitat, stormwater management, snow removal, park connectivity, and act as recreational open space.



Ideally, each category of connection would be represented in all future street improvements and guided by Comprehensive Plan goals and policies. For this reason, the neighborhood stakeholders are interested in applying a complete streets approach to future street improvement projects. For the purposes of this document, “complete streets” will be defined as streets which balance the mobility, safety, and experience of pedestrians, bicyclists, mass-transit riders, and automobiles.

## Design Elements

A brainstorming session was held to develop design ideas for the neighborhood that would have a strong impact on the community's connectivity issues. It was explained that participants should attempt to use the previously presented design concepts as a rationale for identifying projects and approaching the design. The following major concepts and/or projects were generated:

### 1. Repair and Complete the Grid

#### Purpose:

A repaired and completed grid network can be achieved by providing more direct routes and a range of travel options, helping to relieve traffic on arterials. The neighborhood is currently plagued with a network of traffic heavy arterials that divide the neighborhood and a series of routes that dead-end, making navigation difficult, counter-intuitive, and limiting, especially for bicycles and pedestrians.

#### Goals:

- Eliminate barriers and build connections between streets with similar alignment
- Decentralize and disperse traffic patterns evenly throughout the neighborhood

### 2. East-West Connector Along 44<sup>th</sup> Ave

#### Purpose:

There is poor east-west connectivity between 37th Ave. and 53rd Ave. This is due to impassible gaps east of Regal St. and a lack of connectivity west of Regal St. Consequently, the neighborhood observes that many drivers are required to use north-south arterials to reach streets that can take them further east or west. A connection that traverses the entire length of the neighborhood, from east to west, could relieve traffic from North-South Arterials, reduce trip times, and increase pedestrian safety.

#### Goals:

- Vehicular access from Perry to Havana
- Connect to Hazel's Creek and other green spaces
- Connect to North-South Bike Routes
- Connect to District Center
- Provide an East-West bike route further north than 57th that is safe, connects neighborhoods, and brings riders to other destinations (collects)
- Has a Blue-Green character in the sense that it
  - a) is traffic calming (safe speeds and designed with traffic-calming strategies)
  - b) features a natural systems approach
  - c) features a safe, comfortable, and aesthetic bike and pedestrian environment, and
  - d) links green spaces and parks and increases their Level of Service (LOS).

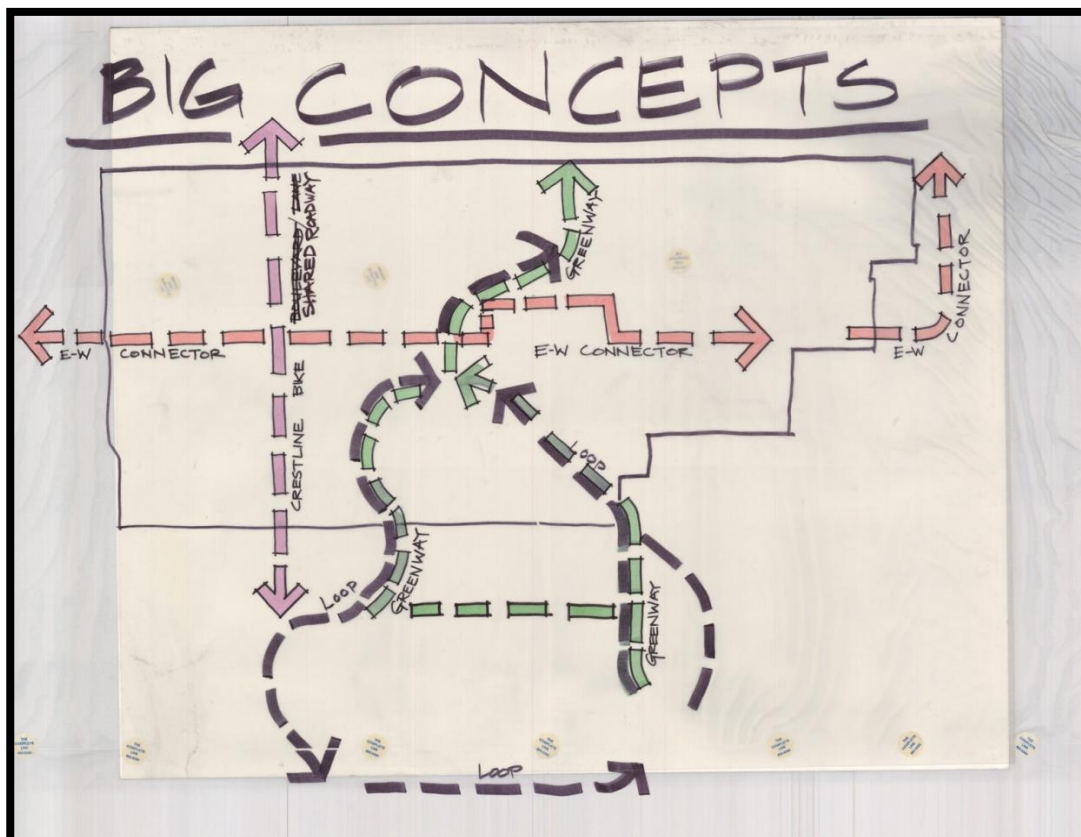
### 3. Green Ring

#### Purpose:

The green ring is a concept stemming from a perceived lack of community character, poor open space interconnectivity, and the potential for a regional destination. The ring would provide a continuous loop of open space in the form of parks, linear open space, trails, and bicycle and pedestrian-friendly streets.

#### Goals:

- Connect existing and proposed neighborhood parks and increase their Level-of-Service (LOS)
- Contribute to the Hazel's Creek Drainage Plan by:
  - a) Accommodating storm water drainage features designed in aesthetically pleasing ways
  - b) Incorporating Low-Impact Development Strategies
  - c) Where applicable use features the Hazel's Creek Master Plan designates as Greenways
- Utilize existing bike routes, both planned and constructed
- Connect to the District Center
- Act as linear open space that features a safe, comfortable, and aesthetic bike and pedestrian environment.



**Big Concepts:** An early drawing of how larger design ideas might interact and facilitate circulation. Visible are the East-West Connector and a Green Ring loop extending from Hazel's Creek to the southern end of the neighborhood.

#### 4. Ferris/Adams Student Trail

**Purpose:**

The Ferris/Adams Student Trail emerged as a logical link between the District Center at 44<sup>th</sup> Ave., the Hazel's Creek Conservation Area, and two schools to the north at 37<sup>th</sup> Ave. There is an opportunity for this trail to lead directly to the heart of the District Center (i.e. a pedestrian plaza) and extend west to the Southeast Sports Complex. Beyond just connecting these destinations, it generates a strong "sense of place" by bridging different activities into a seamless system of linear open space.

**Goals:**

- Provide students with safe access between school and the District Center.
- Incorporate Hazel's Creek Conservation Area as a link between school and shopping, offering recreational, educational, and interpretive opportunities for students and non-students alike.
- Provide a link to experience "nearby nature" and recreational opportunities at the Southeast Sports Complex.

#### 5. Ben Burr Trail Extension

**Purpose:**

As it currently exists, the Ben Burr trail is planned to extend from Liberty Park and Spokane's downtown to Ben Burr Park in the Southgate neighborhood, eventually extending south into the county. Currently it reaches the Ray St. corridor, creating an opportunity to connect the trail from Ray St. through Hazel's Creek and Ferris High School to Ben Burr Park along the East-West Connector. From there, the trail would travel south through the Bauer Property and out beyond the city limits and urban growth boundary.

**Goals:**

- Complete the southernmost portion of the trail and extend it into the county.
- Guide the trail through as many parks and open space destinations as possible.
- Integrate the trail with other connectivity planning efforts (i.e. East-West Connector and Ferris/Hazel/District Center link).

# Connectivity Master Plan



The following Connectivity Master Plan displays both existing and potential connectivity throughout the Southgate Neighborhood. It aims to identify future projects and convey overarching concepts that will guide the planning, design, and development of future streets, arterials, pathways, trails, and street retrofits. The following definitions are intended to clarify the map's legend and its annotations.

## Legend Definitions

Connection – Any link between two or more places that allows the movement of people between them in a safe, convenient, and pleasing way.

Existing – Built or already planned.

Proposed – Any connection not yet in existence or not yet planned.

Designation – A formal identification of a street or connection that describes its character and function and brings with it design standards that seek to implement that character and function.

Significant Intersection – Intersection of significance for reasons of safety, convenience, or community character.

Southgate District Center Plaza – A place that serves as the epicenter of neighborhood activity, commerce, and gatherings and is a reflection of the values, character, and health of the neighborhood.

Significant Gateway – A place, typically associated with a street intersection, designed in a way that reflects the desired character of the neighborhood and signals to people that they are entering the neighborhood.

Pedestrian-Oriented Connection – Any connection which gives priority to bikes and pedestrians and/or is particularly important to non-motorized travel and seeks to facilitate and/or improve it.

INSERT CONNECTIVITY MASTER PLAN GRAPHIC HERE



INSERT EAST-WEST CONNECTOR GRAPHIC HERE

INSERT GREEN RING GRAPHIC HERE

INSERT FERRIS-ADAMS STUDENT TRAIL GRAPHIC HERE

INSERT BEN BURR EXTENSION GRAPHIC HERE

# Complete Streets Design Guidelines



Important to the preceeding plan is the use of a variety of designated arterials to increase connectivity and unite existing engineering standards with proposed streetscape visions. The following arterial street designs intend to unite Spokane's Street Development Standards (SMC Chapter 17H.010) with a "complete streets" approach and fulfill Comprehensive Plan policy DP 7.1 - Design Guidelines in Neighborhood Planning. These prototypical street design guidelines are intended to be used by the neighborhood, city planners, and engineers to guide the design of future street and arterial improvements.

The following street section graphics portray hypothetical streetscape arrangements that work within Spokane's existing engineering standards and represent a best-case scenario application of a complete streets approach. They do not represent solutions to any specific street, and they should not be interpreted as absolutes. Implementing these designs will be contingent upon the nature of street improvement projects, available right-of-way, and a host of other factors.

The design of each arterial section seeks to balance the facilities, functions, experience, and safety of all street users, including pedestrians, bicycles, mass-transit, and automobile traffic. Each design features the narrowest lane widths allowed, largest allowable medians and buffers, landscaped medians and buffers, and landscaped stormwater retention swales in medians with sufficient width.

The applicability of a complete streets approach is not limited to the methods presented here. Although the stakeholder committee believes that the designs contained within are representative of effective complete streets principles, there are many possible complete street arrangements. For this reason, we urge the reader not to be limited by these concepts, but rather inspired by them.



# Principal Arterial

(Focused Growth Area, Option 1)

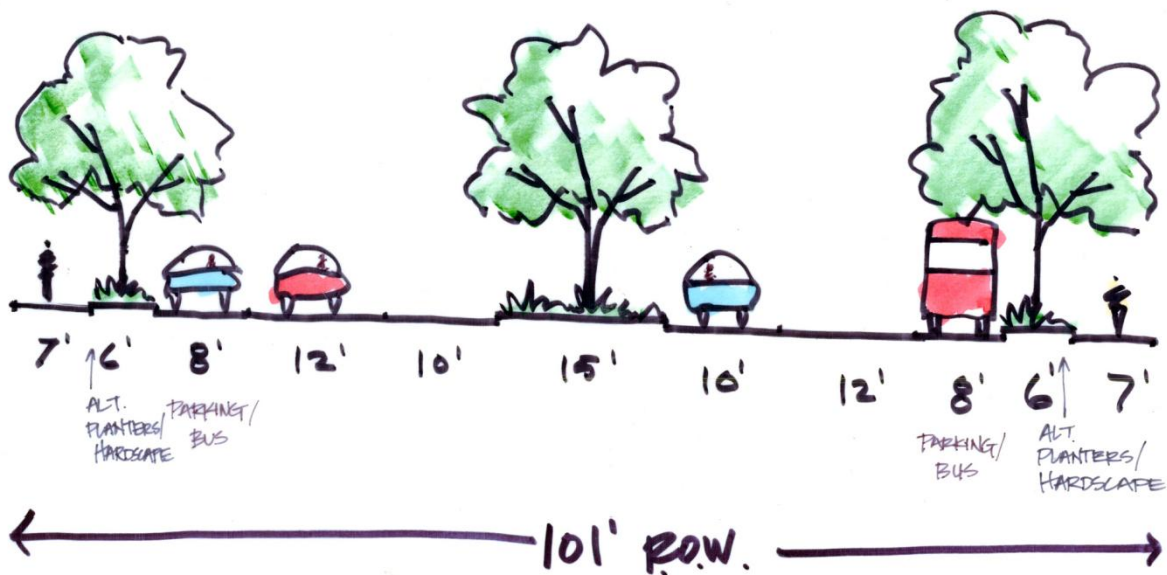
## Features:

*Pedestrian Sidewalks*  
*4 Driving Lanes*  
*Bus Stops*  
*On Street Parking*  
*Large Medians*  
*Pedestrian Refuge*

## Potentially

### Applicable Streets:

*No existing or proposed  
principal arterials in  
focused growth areas*





# Principal Arterial

(Focused Growth Area, Option 2)

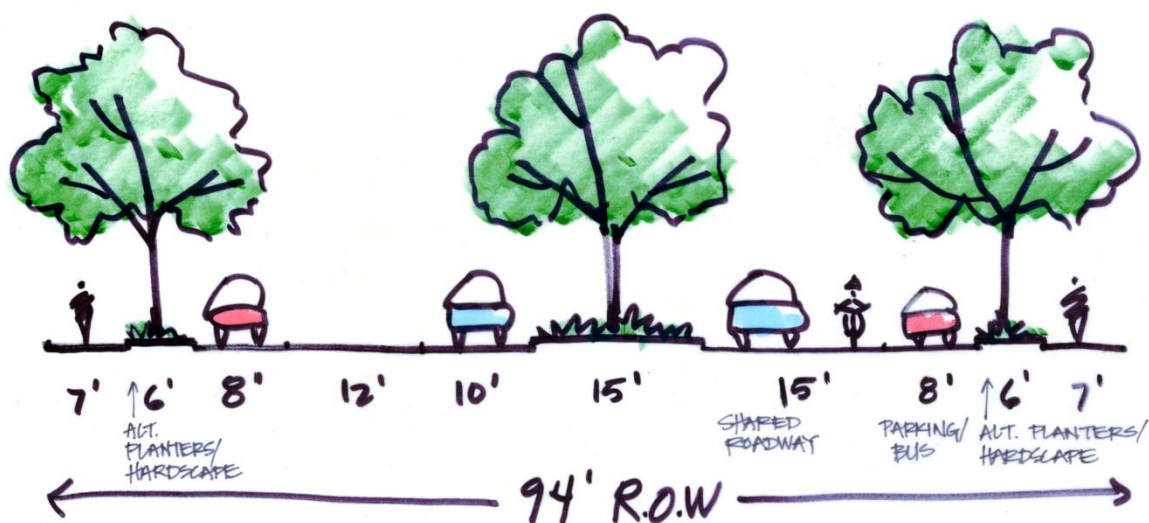
## Features:

*Pedestrian Sidewalks*  
*2 Driving Lanes*  
*1 Shared Roadway Lane*  
*Bus Stops*  
*On Street Parking*  
*Large Medians*  
*Pedestrian Refuge*

## Potentially

### Applicable Streets:

*No existing or proposed*  
*principal arterials in*  
*focused growth areas*





# Principal Arterial

(Urbanized Area)

## Features:

*Pedestrian Sidewalks*  
*4 Driving Lanes*  
*Bus Stops*  
*On Street Parking*  
*Large Medians*  
*Pedestrian Refuge*

## Potentially Applicable Streets:

*Freya St.*  
*Ray St.*



# Minor Arterial

(Focused Growth Area)

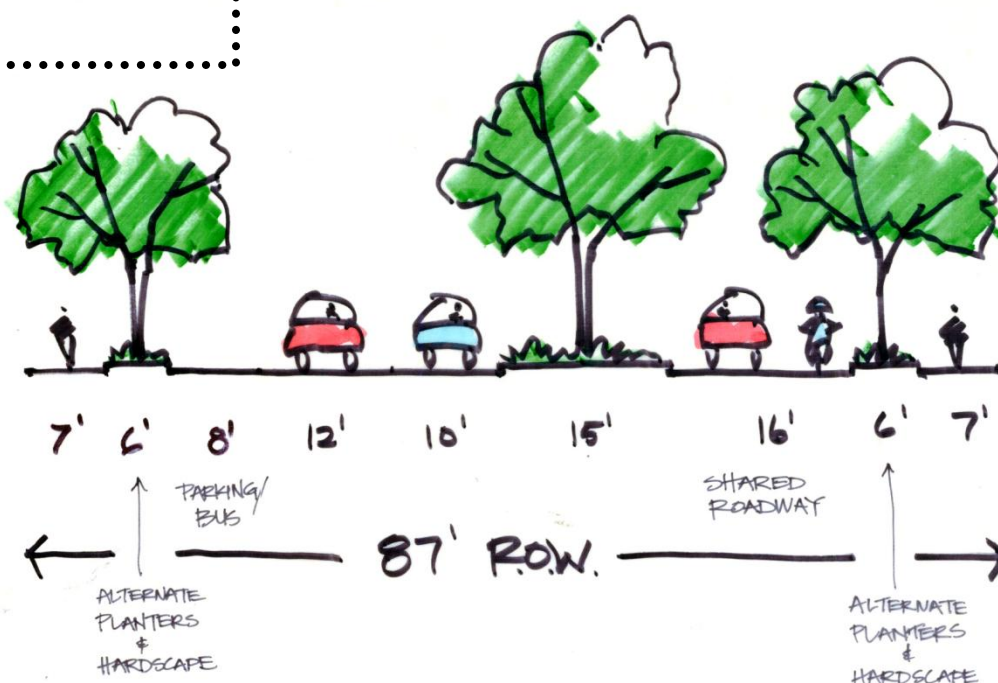
## Features:

- 2 Driving Lanes
- 1 Shared Roadway Lane
- Bus Pull-off
- On Street Parking
- Large Medians
- Pedestrian Refuge
- Pedestrian Sidewalks

## Potentially

## Applicable Streets:

- Regal St.
- 57th Ave.





# Minor Arterial

(Urbanized Area)

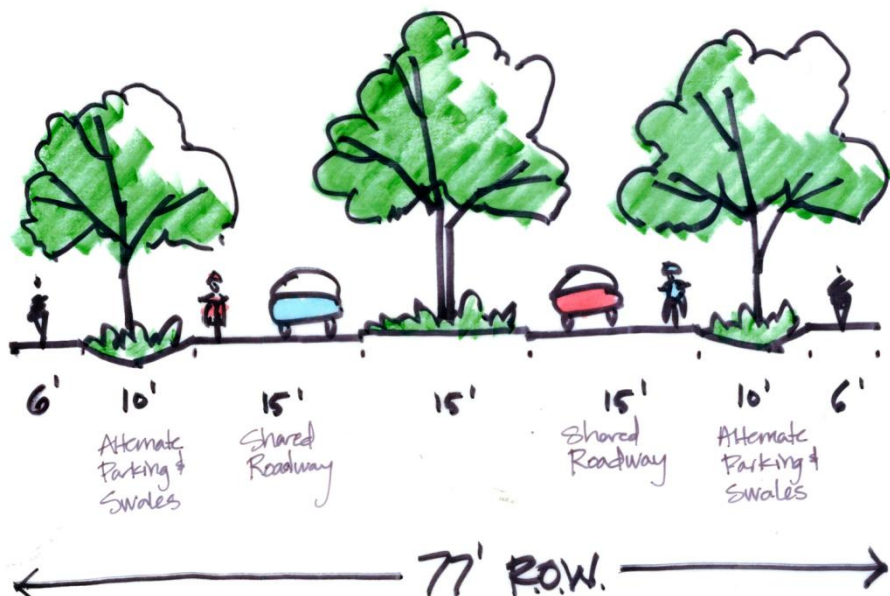
## Features:

2 Shared Roadway Lanes  
Bus Pull-offs  
On Street Parking  
Large Medians  
Pedestrian Refuge  
Pedestrian Sidewalks

## Potentially

### Applicable Streets:

Perry St.  
Regal St.  
57th Ave.  
Glenrose Rd.





# Collector Arterial

(Commercial/Industrial; Focused Growth Area)

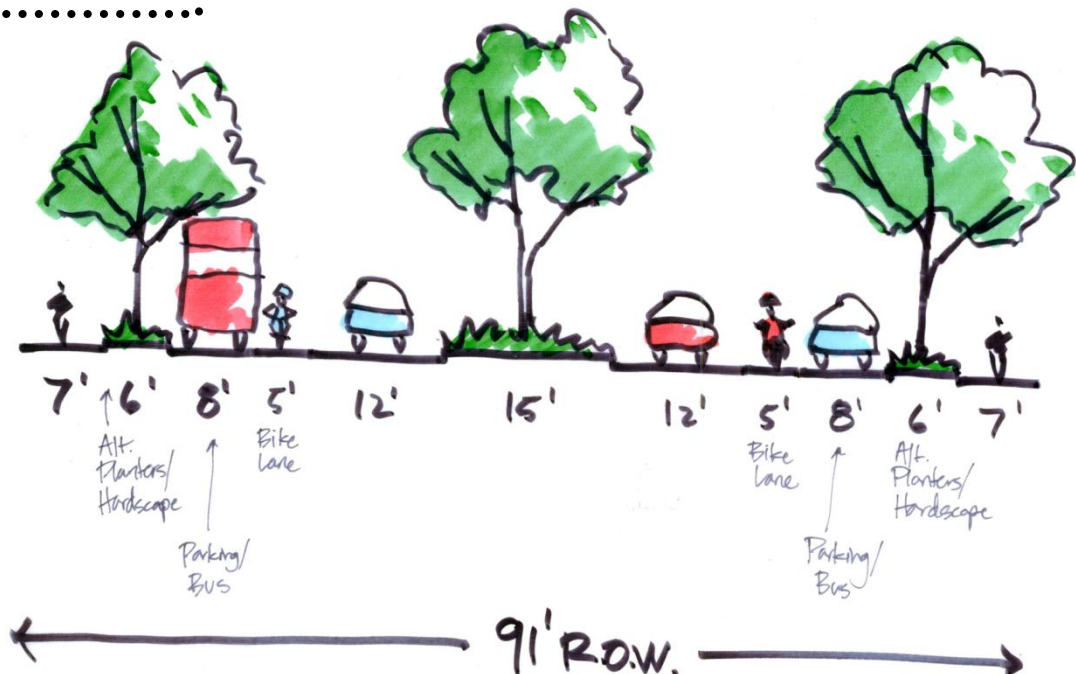
## Features:

- 2 Driving Lanes
- 2 Bike Lanes
- Bus Pull-offs
- On Street Parking
- Large Medians
- Pedestrian Refuge
- Pedestrian Sidewalks

## Potentially

### Applicable Streets:

- 53rd Ave.
- Ray St.





# Collector Arterial

(Commercial/Industrial; Urbanized Area)

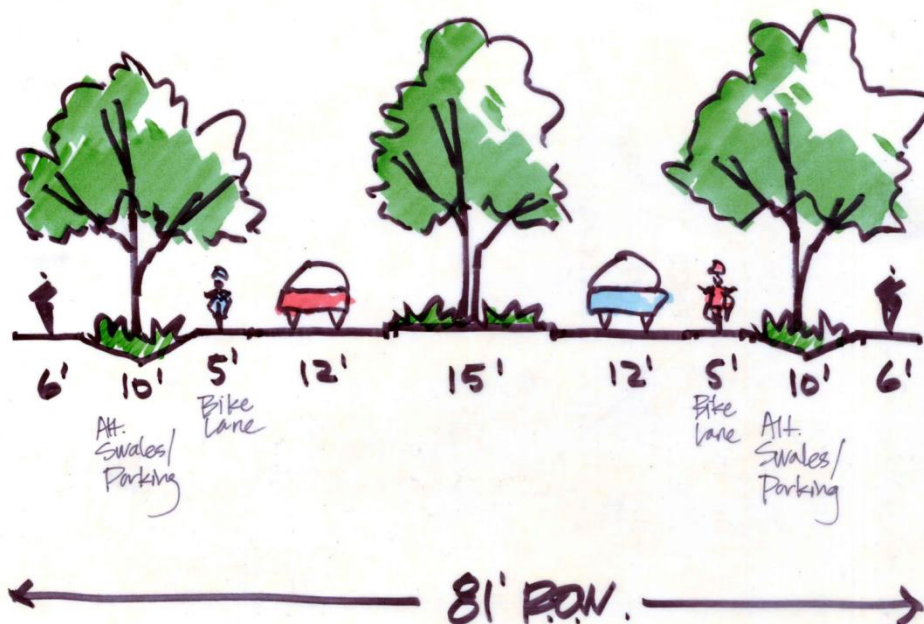
## Features:

2 Driving Lanes  
2 Bike Lanes  
Bus Pull-offs  
On Street Parking  
Large Medians  
Pedestrian Refuge  
Pedestrian Sidewalks

## Potentially

### Applicable Streets:

Ray St. (Palouse to 57th Ave.)  
53rd Ave.  
55th Ave.







# Collector Arterial

(Residential; Focused Growth Area)

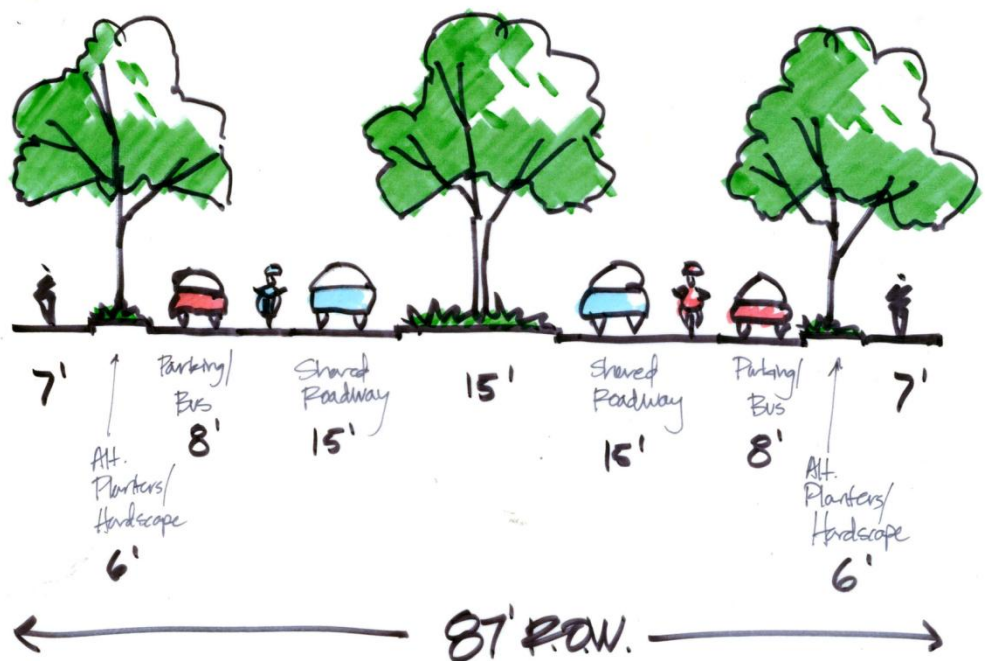
## Features:

- 2 Shared Roadway Lanes
- Bus Pull-offs
- On Street Parking
- Large Medians
- Pedestrian Refuge
- Pedestrian Sidewalks

## Potentially

### Applicable Streets:

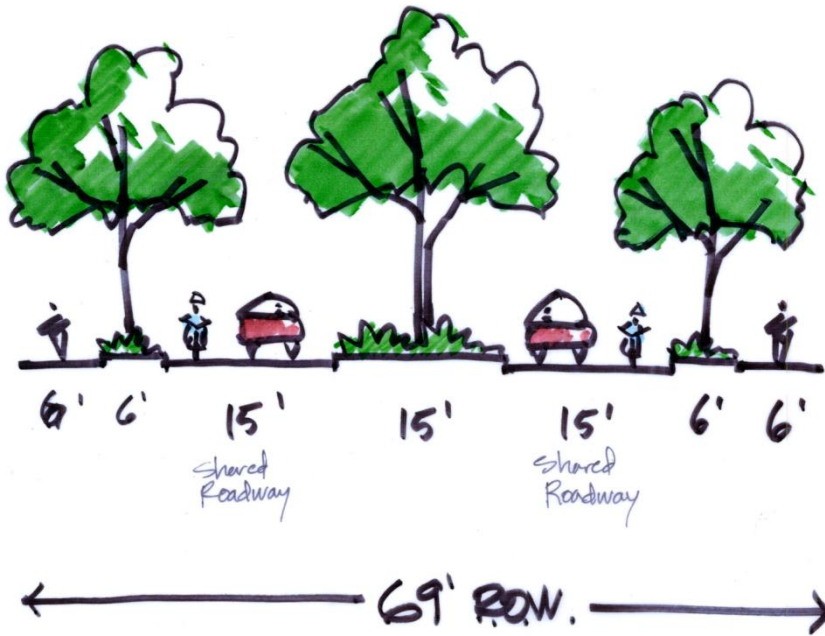
- Ray St.  
(Palouse to 57th Ave.)
- 53rd Ave.
- 55th Ave.





# Collector Arterial

(Residential; Urbanized Area)



## Features:

*Pedestrian Sidewalks*  
*2 Shared Roadway Lanes*  
*Bus Stops*  
*On Street Parking*  
*Large Medians*  
*Pedestrian Refuge*

## Potentially

## Applicable Streets:

*37th Ave.*  
*Thurston Ave.*  
*42nd (Fiske to Freya)\**  
*44th Ave.\**  
*Myrtle St.*  
*Madelia St.*  
*Pittsburg St.*  
*Havana St.*

*\*Note: This should serve as the overall character of the vehicle-accessible portions of the East-West Connector "Boulevard" Designation*



# Collector Arterial

(Residential; Urbanized Area)

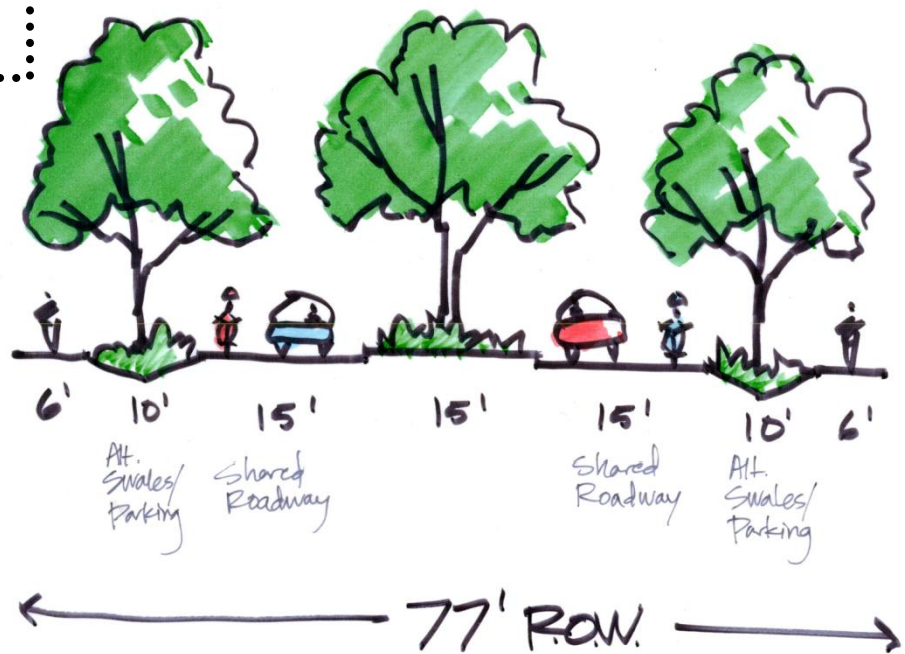
## Features:

- 2 Shared Roadway Lanes
- Large Planted Buffers
- Large Medians
- Pedestrian Refuge
- Pedestrian Sidewalks

## Potentially

### Applicable Streets:

- East-West Connector
- Thurston Ave.
- 42nd (Fiske to Freya)
- Myrtle St.
- Madelia St.
- Pittsburg St.
- Havana St.





# Local Access

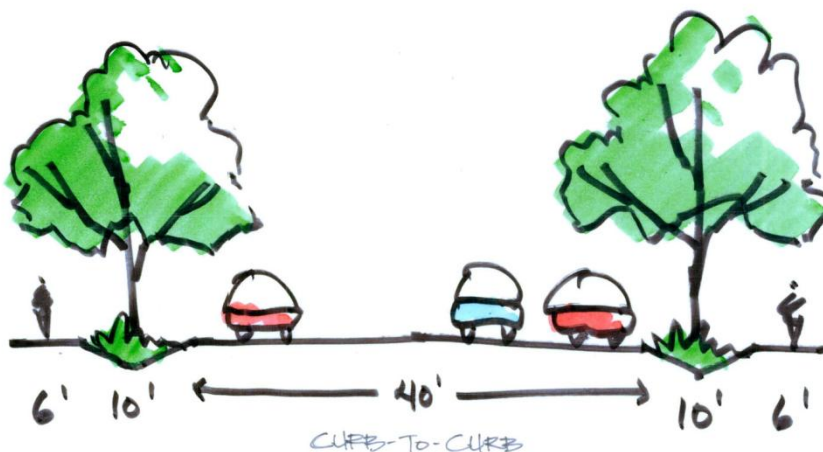
(Commercial/Industrial)

## Features:

*2 Driving Lanes*  
*On Street Parking*  
*Large Planted Buffers*  
*Pedestrian Sidewalks*

## Potentially

**Applicable Streets:**  
*Focused-Growth Areas*



# Local Access

(Narrow Paradigm or Commercial/Industrial)

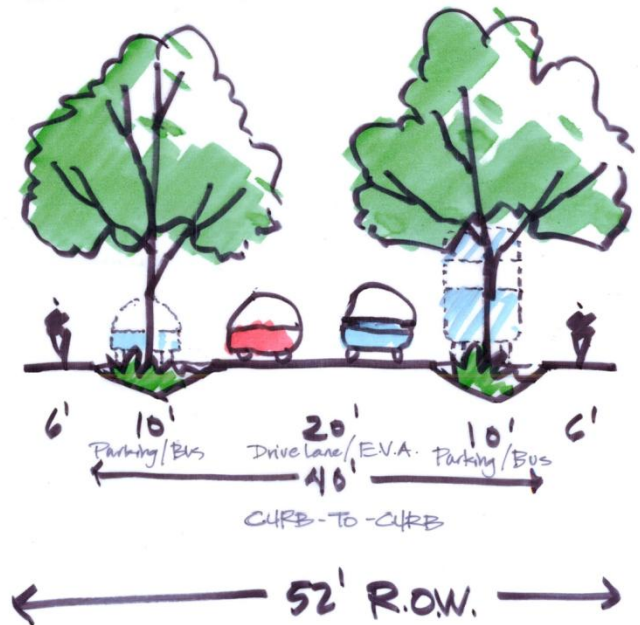
## Features:

- 2 Driving Lanes
- Emergency Vehicle Access
- Bus Stops
- On Street Parking
- Large Buffers
- Pedestrian Sidewalks

## Potentially

### Applicable Streets:

Areas with limited right-of-way



## Features:

- 2 Driving Lanes
- Emergency Vehicle Access
- Bus Pull-offs
- On Street Parking
- Large Planted Buffers
- Shared Use Paths

## Potentially

### Applicable Streets:

Areas with limited right-of-way





# Local Access

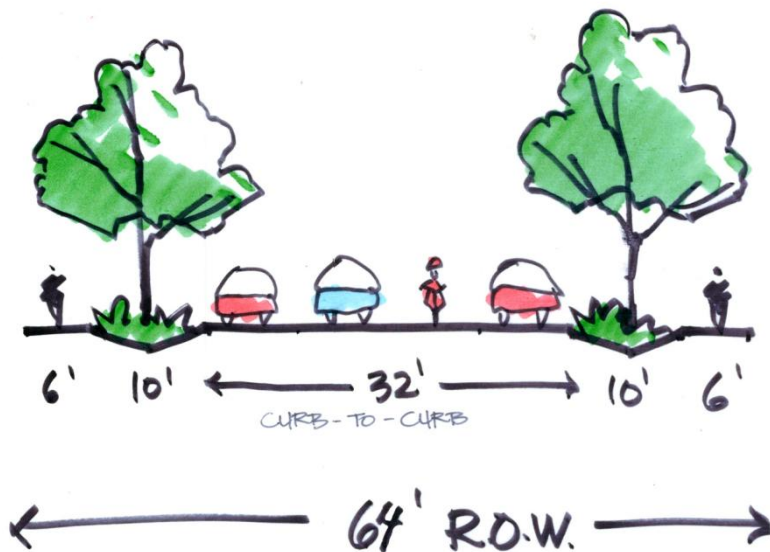
(Low Density Residential)

## Features:

*32' Paved Surface*  
*Two-Way Travel*  
*On Street Parking*  
*Planted Swales*  
*Pedestrian Sidewalks*

## Potentially

**Applicable Streets:**  
*Most residential streets*





# Local Access

(Medium to High Density Residential)

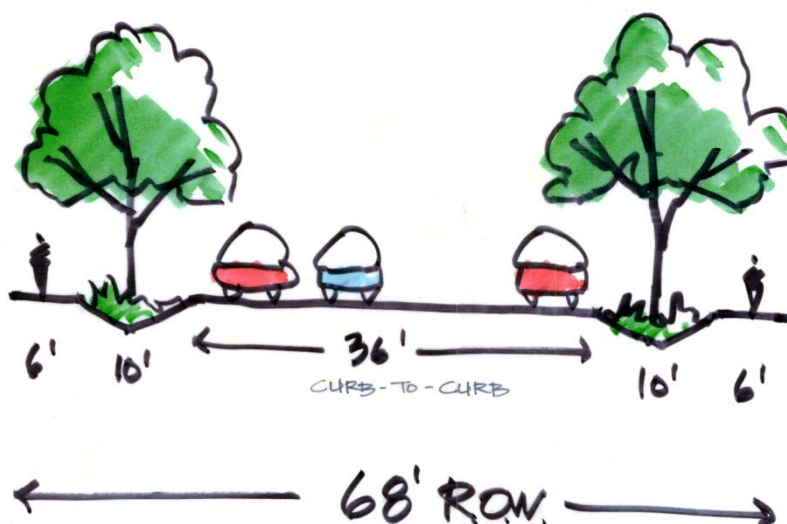
## Features:

36' Paved Surface  
Two-Way Travel  
On Street Parking  
Planted Swales  
Pedestrian Sidewalks

## Potentially

## Applicable Streets:

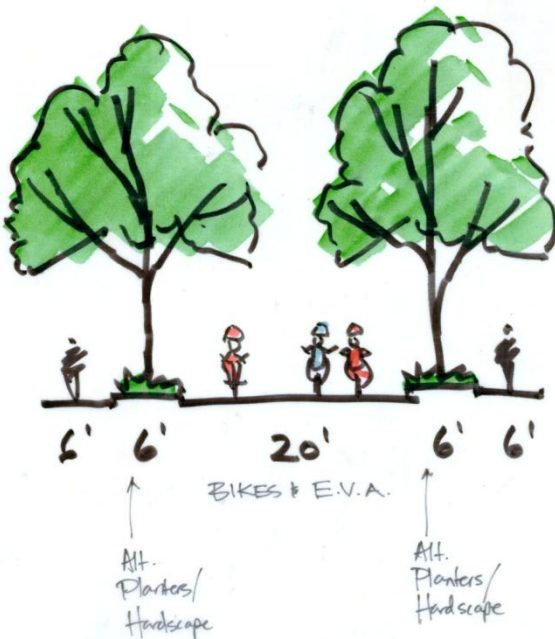
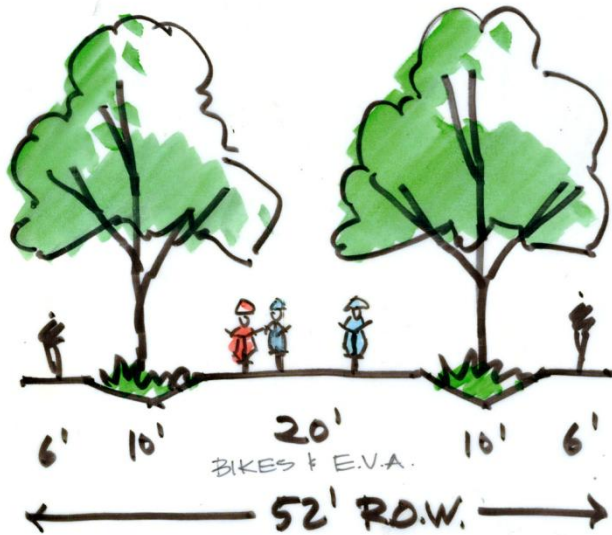
Residential streets  
Focused-Growth Areas



**B**

# Bicycle Boulevard

(Special Designation)



## Features:

20' Travel Lane  
Bikes and Emergency  
Vehicles Only  
Planters or Planted Swales  
Pedestrian Sidewalks

## Potentially

## Applicable Streets:

Cook St.  
Portions of the  
E-W Connector  
44th (Fiske to Freya)  
Arthur St.

# Inter-urban Trail

(Special Designation)

## Features:

*12' Pervious Trail Surface*  
*Bikes and Pedestrians Only*  
*Emergency Vehicle Access*  
*Should be maintained*  
*Planted Swales*  
*Drought-tolerant plantings*

## Potentially

## Applicable Streets:

*Trails*  
*Skinny Right-of-Ways*



# Summary of Suggested Connectivity Improvements



The plans and graphics shown here are representative of community preferred solutions to connectivity issues currently faced by the Southgate Neighborhood, as deemed by the Southgate Stakeholders Planning Committee and the authors of this document. Inevitably, however, the physical environment and subsequent neighborhood connectivity issues will change over time. To ensure that the recommendations of the document invoke positive changes over time, there are some critical design principles to consider in all future projects related to connectivity within the neighborhood:

1. Sidewalks are the primary places where non-motorized traffic connectivity occurs. If walking is to be considered a convenient mode of transportation within a neighborhood, those sidewalks must be provided wherever possible. Therefore, infill all missing sidewalks with priority given to those within 1 mile of schools.

(Supporting Comprehensive Plan Goals: TR 2.6 Viable Walking Alternative, TR 2.7 Safe Sidewalks, TR 2.12 Pedestrian Access to Schools, TR 4.5 External Connections, TR 5.1 Neighborhoods for Pedestrians, N 4.11 Sidewalk Program, N 4.14 School Walking and Bus Routes)

2. It should be acknowledged that the needs of vehicular transportation need not compromise the safety, convenience, and comfort of non-motorized transportation. Rather, the two can exist in a complementary arrangement. Therefore, all streets, including principal, minor, and collector arterials, are to be designed using characteristics and principles of complete streets design as expressed within this document.

(Supporting Comprehensive Plan Goals: LU 3.2 Centers and Corridors, LU 4.4 Connections, TR 1.1 Transportation Priorities, TR 2.2 TDM Strategies, TR 2.3 Pedestrian/Bicycle Coordination, TR 2.13 Viable Bicycling, TR 2.14 Bikeways, TR 2.15 Bicycles on Streets, TR 2.16 Bicycle Lanes and Paths, TR 4.2 Self-Enforcing Street Design, TR 5.2 Neighborhood Transportation Options, TR 6.3 Transportation Alternatives and the Environment, DP 3.2 Access to Alternative Modes of Transportation, NE 5.2 Alternative Transportation Modes, SH 4.3 Universal Accessibility, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 4.5 Multimodal Transportation)

3. When traffic is focused on and directed to arterials alone, they become traffic heavy and unsafe and/or difficult to cross. Therefore, seek opportunities to relieve congestion on Regal St. and disperse traffic throughout the neighborhood as evenly as possible without compromising the viability and quality of neighborhood living and commerce.

(Supporting Comprehensive Plan Goals: LU 4.5 Block Length TR 2.9 Crosswalks, TR 2.10 Pedestrian and Bicycle Linkages Across Barriers, TR 3.1 Transportation and Development Patterns, TR 4.1 Street Design and Traffic Flow, TR 4.4 Arterial Location and Design, TR 4.6 Internal Connections, DP 6.1 Auto- Intense Land Uses, NE 5.6 Barrier Free Environments, N 4.3 Traffic Patterns)

4. Streets are more than just a means to get from Point A to Point B. They are part of the public realm and consequently have the capacity to provide public amenities that instill the neighborhood with a sense of character and belonging. Therefore, every street and arterial improvement project should seek opportunities to build a multi-layered experience through aesthetic treatments and components that offer activities beyond traveling.

(Supporting Comprehensive Plan Goals: LU 2.1 Public Realm Features, H 3.4 Linking Housing with Other Land Uses, DP 1.5 Significant Views and Vistas, DP 1.6 Gateway Identification, DP 6.3 Transit and Pedestrian-Oriented Development, DP 3.11 Town Squares and Plazas, DP 5.2 Street Life, DP 6.7 Design Standards for Public Projects and Structures, DP 7.1 Design Guidelines in Neighborhood Planning, NE 15.2 Natural Aesthetic Links, NE 7.3 Rock Formation Protection, NE 12.1 Street Trees, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.3 Natural Surveillance, N 4.12 Pedestrian Buffer Strips, N 7.1 Gathering Places)

5. Streets are not the only places that connectivity can occur. Similarly, connectivity need not always occur in association with motorized-vehicular routes. Therefore, in areas constrained by right-of-way or where streets do not correlate with adjacent land use, build connectivity in the form of trails, shared pathways, and other non-motorized connections.

(Supporting Comprehensive Plan Goals: PRS 1.1 Open Space System, PRS 3.1 Trails and Linkages, PRS 3.2 Trail Corridor Development, TR 4.4 Arterial Location and Design, NE 11.2 Corridor Links, NE 11.4 Nature Space Paths, N 5.3 Linkages)

6. In wintertime, Spokane typically receives high levels of snowfall, requiring snow plowing and street maintenance. Consequently, some areas suffer from blocked sidewalks that disconnect the neighborhood. Therefore, design and maintain a network of streets, trails, pathways, and adjacent facilities that increase wintertime mobility and capture snow and snowmelt.

(Supporting Comprehensive Plan Goals: TR 4.20 Design and Maintenance of ROW Streetscape Elements, TR 7.4 Pedestrian Buffer Strips, NE 13.3 Year-Round Use, NE 13.4 Winter Trail Network NE 4.3 Impervious Surface Reduction NE 1.6 Natural Water Drainage)

Additionally, it will be critical to interface with city planners, traffic engineers, and policy-makers to achieve a level of connectivity that benefits and balances the needs to all individuals and modes of travel.

# Appendix

## Summary of Comprehensive Plan Goals and Policies Related to Connectivity

Goal / Policy	Description
<b>Landuse</b>	
<b>LU 2.1 Public Realm Features</b>	It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.
<b>LU 3.2 Centers and Corridors</b>	<p><b>Neighborhood Center</b> Attention is given to the design of the circulation system so pedestrian access between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.</p> <p><b>District Center</b> The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.</p> <p><b>Corridors</b> Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.</p>
<b>LU 4.2 Land Uses That Support Travel Options</b>	Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.
<b>LU 4.4 Connections</b>	Design residential, commercial, and industrial development that takes into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips.
<b>LU 4.5 Block Length</b>	<p>Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths.</p> <p>Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions (e.g., topography or rock outcroppings) might constrain these shorter block lengths in some areas.</p>

Goal / Policy	Description
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<b>Transportation</b>	
<b>TR 2.2 TDM Strategies</b>	Infrastructure changes, such as providing safe and convenient bicycle parking and safe and convenient bikeways from residential to work locations, to increase the use of nonmotorized modes of transportation.
<b>TR 2.3 Pedestrian/Bicycle Coordination</b>	Developing and implementing design guidelines to ensure that public and private developments meet a variety of transportation needs.
<b>TR 2.6 Viable Walking Alternative</b>	Promote and provide for walking as a viable alternative to driving.
<b>TR 2.7 Safe Sidewalks</b>	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.
<b>TR 2.8 Sidewalk Repair and Replacement</b>	Repair and replace broken and uneven sidewalks to improve safety and to encourage use by pedestrians.
<b>TR 2.9 Crosswalks</b>	Establish and maintain crosswalks at key locations used by pedestrians.
<b>TR 2.10 Pedestrian and Bicycle Linkages Across Barriers</b>	Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access. Pedestrian bridges or skywalks should not be developed where pedestrians can be safely accommodated at the ground level through other techniques, such as crosswalks, pedestrian islands, and traffic calming devices.
<b>TR 2.11 Pedestrian and Bicycle Access on Bridges</b>	Provide safe pedestrian and bicycle access and an aesthetically pleasing pedestrian environment on bridges.
<b>TR 2.12 Pedestrian Access to Schools</b>	Enhance the pedestrian environment along routes to schools to provide a safe walking environment for children.
<b>TR 2.13 Viable Bicycling</b>	Promote and provide for bicycling as a viable alternative to driving.
<b>TR 2.14 Bikeways</b>	Provide safe, convenient, continuous bikeways between activity centers and through the city.
<b>TR 2.15 Bicycles on Streets</b>	Provide safe accommodations for bicyclists on the street system, which will continue to be the primary route system for bicyclists.
<b>TR 2.16 Bicycle Lanes and Paths</b>	Use marked on-street bicycle lanes and off-street bicycle paths in addition to the street system to provide for bicycle transportation within the city.
<b>TR 2.18 Viable Transit</b>	Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community; the City of Spokane will work with Spokane Transit Authority to accomplish this.



Goal / Policy	Description
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<b>TR 3.1 Transportation and Development Patterns</b>	Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.
<b>TR 3.2 Reduced Distances to Neighborhood Services</b>	Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.
<b>TR 4.1 Street Design and Traffic Flow</b>	Use street design to manage traffic flow and reduce the need for street expansions.
<b>TR 4.4 Arterial Location and Design</b>	Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass. For example, new arterials that divide neighborhoods should be avoided. Existing arterials that pass through neighborhoods should be designed to allow people to cross the arterial safely. Arterials that pass through commercial areas should be designed to provide safe and convenient access to those areas for pedestrians and bicyclists, as well as drivers. Streets in commercial areas need to be commercially friendly.
<b>TR 4.5 External Connections</b>	It is important that subdivisions and planned unit developments (PUDs) be connected to their surrounding areas and the larger community and not be physically isolated because of poor transportation connections. Subdivisions and PUDs should have multiple ingress and egress points to enable good transportation connections. The connections should not, however, result in inappropriate cut-through traffic through neighborhoods; connections should direct traffic onto appropriate streets. Connections are needed for all transportation users and can take the form of both streets and paths.
<b>TR 4.6 Internal Connections</b>	Design communities to have open, well-connected internal transportation connections. Long, confusing routes should be avoided to create greater efficiency. Shorter block lengths, which result in more frequent intersections than longer block lengths, provide greater opportunities for connection, make it easier for people to find their way around the city, and have the additional significant benefit of helping to keep vehicle speeds low. Block lengths could be tied to lot sizes and the number of lots in a block, instead of purely a block length measurement figure. Other ways to help accomplish a more open, well-connected network is by connecting streets and avoiding cul-de-sacs and vacating streets. Where cul-de-sacs or vacating streets cannot be avoided, pedestrian pathways, bikeways, and bike routes that link areas should be provided.
<b>TR 5.1 Neighborhoods for Pedestrians</b>	Orient, design, and maintain neighborhoods for pedestrians.



Goal / Policy	Description
<b>TR 5.2 Neighborhood Transportation Options</b>	Promote a variety of transportation options within neighborhoods. One way to accomplish this is to provide paths for pedestrians and bicyclists in neighborhoods. Streets being considered for vacation could instead be made into paths to connect streets. These paths could be enhanced with trees and other features to encourage walking and bicycling and to strengthen a sense of place.
<b>TR 6.3 Transportation Alternatives and the Environment</b>	Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment.
<b>Capital Facilities and Utilities</b>	
<b>5.9 PARKS, RECREATION, AND OPEN SPACE FACILITIES</b>	<p><b>Parkway</b> Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them. There are eighteen parkways in the city.</p> <p><b>Trails</b> Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating. Although many unmarked, undesignated trails exist, there are three official trails in the city: Ben Burr, Fish Lake, and Centennial.</p>
<b>Applicable Housing Policies</b>	
<b>H 1.7 Socioeconomic Integration</b>	Promote socioeconomic integration throughout the city.
<b>H 2.1 Distribution of Housing Options</b>	Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.
<b>H 3.4 Linking Housing with Other Land Uses</b>	Ensure land use plans provide increased physical connection between housing, employment, recreation, daily-needs services, and educational uses.
<b>Economic Development</b>	

Goal / Policy	Description
<b>ED 5.7 Transportation and Employment Opportunities for Special Needs Populations</b>	Promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.
<b>Urban Design and Historic Preservation</b>	
<b>DP 1.5 Significant Views and Vistas</b>	Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.
<b>DP 1.6 Gateway Identification</b>	Establish gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.
<b>DP 3.2 Access to Alternative Modes of Transportation</b>	Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.
<b>DP 6.1 Auto-Intense Land Uses</b>	Restrict intense land uses that are oriented to motorists and other large commercial buildings to major arterials, and reduce their number in residential areas.
<b>DP 6.3 Transit and Pedestrian-Oriented Development</b>	Encourage attractive transit and pedestrian-oriented development.
<b>Natural Environment</b>	
<b>NE 3.14 Transportation</b>	Design and maintain circulation routes that do not intrude into shoreline areas yet allow public viewing and access to shorelines while minimizing pedestrian and vehicular impacts to wildlife habitats and other sensitive natural areas.

Goal / Policy	Description
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<b>NE 5.2 Alternative Transportation Modes</b>	Pursue a land use development and design pattern that allows people to walk, bicycle, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.
<b>NE 6.3 Habitat Network</b>	Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.
<b>NE 7.3 Rock Formation Protection</b>	Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.
<b>NE 7.5 Slope Protection</b>	Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.
<b>NE 11.2 Corridor Links</b>	Identify corridors that link nature space areas.
<b>NE 11.4 Nature Space Paths</b>	Develop soft, permeable, low impact paths in nature space areas. In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.
<b>NE 13.1 Walkway and Bicycle Path System</b>	Identify, prioritize, and connect places in the city with a walkway or bicycle path system.
<b>NE 13.4 Winter Trail Network</b>	Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.
<b>NE 15.2 Natural Aesthetic Links</b>	Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.
<b>Social Health</b>	
<b>SH 2.1 Care Facilities</b>	Distribute care facilities fairly and equitably throughout all neighborhoods.
<b>SH 4.3 Universal Accessibility</b>	Ensure that neighborhood facilities and programs are universally accessible so that persons of different age groups, ethnic and socioeconomic backgrounds, interests, and abilities can readily interact with one another.
<b>Neighborhoods</b>	
<b>N 4.5 Multimodal Transportation</b>	Promote alternative forms of transportation.
<b>N 4.6 Pedestrian and Bicycle Connections</b>	Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

Goal / Policy	Description
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<b>N 4.7 Transit Access</b>	Encourage the transit authority to increase transit accessibility. Mobility and accessibility within neighborhoods can be increased by making transit more convenient. Suggested methods include more bus stops in neighborhoods, improved schedules, shorter commute times, cross-city routes, and more express routes. Shelters and stops should be well-illuminated and have benches and adequate route information. Satellite sites (offsite connecting stations) and more park-and-ride lots are additional ways to make transit more user-friendly and inviting.
<b>N 4.11 Sidewalk Program</b>	Develop a sidewalk program to maintain, repair or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods, concurrent with development.
<b>N 4.14 School Walking and Bus Routes</b>	Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the most pedestrian safety.
<b>N 5.3 Linkages</b>	Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.
<b>Parks, Recreation, and Open Space</b>	
<b>PRS 1.1 Open Space System</b>	Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.
<b>PRS 2.2 Proximity to Open Space</b>	Provide open space in each city neighborhood to maintain the viability and health of the city, residents should have equitable proximity to open space.
<b>PRS 3.1 Trails and Linkages</b>	Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.
<b>PRS 3.2 Trail Corridor Development</b>	Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, and visual separation from private adjacent uses.



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