

**FIRST PENGUINS  
THROUGH THE  
COMP PLAN HOLE**

Presented to APA Washington  
October 17, 2014

American Planning Association  
Washington Chapter  
Making Great Communities Happen

## Presenters



Bill Grimes, AICP  
Principal  
Studio Cascade



Kendra Breiland, AICP  
Senior Associate  
Fehr & Peers



Louis Meuler  
City Planner  
City of Spokane

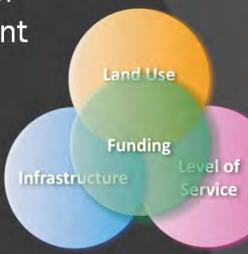


**Anatomy of the Transportation Element**

© Albrecht Dürer

## GMA Requirements for Transportation Element

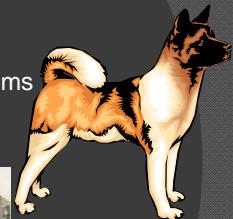
- Travel forecasts align with land use assumptions
- Intergovernmental coordination
- Defines level of service objectives for all modes
- Projects align with level of service objectives
- Financially constrained



**All shapes and sizes**

## The BIG Element

- Revisit goals and policies
- Public engagement programs



## The BIG Element

- Updated travel model
- Unique data collection
- Modal priority networks

## The BIG Element

- Project testing and prioritization
- Fiscal forecasts
- Project costing and implementation plan development

## The Medium Element

- Updates to goals and policies
- Scaled-back public engagement (commissions/boards only)

## The Medium Element

- Less unique data collection, more reliance on assumptions
- Forecasts (growth rate, less refined)
- Project lists confirmed, quantitative light

## The Medium Element

- Use of historic spending as guide to future
- Implementation plans generally not included

## The Little Element

- Goals and policies: fatal flaws addressed
- Scaled-back public engagement (commissions/boards only)

## The little Element

- No data collection, full reliance on assumptions
- No forecasting
- Project lists confirmed qualitatively or recommendations for future study



## The little Element

- Use of historic spending as guide to future
- Implementation plans not included



## Prevalent themes

<b>Automobile</b> Level of Service +No delay at intersections. C/D mid-block for cross. plan. if Longer delays at intersections.	<b>Transit</b> Quality of Service +Good transit services; buses, and airplanes. Attracts riders who choose transit over other modes.	<b>Bicycle</b> Quality of Service Complete system for all types of users Good condition, new stops, and infrastructure. Cycle of success will lead, and able to make connectivity the key.	<b>Pedestrians</b> Quality of Service Complete system +Easier to cross +More protected crosswalks We can easily combine approach or detect conflicts Gaps in system. Poor pavement Less markings

- The desire to be multimodal
- Fiscal constraint
- More and more, capacity is not the “it” issue – safety, modal accommodation, and other issues – integrated stormwater are.



**FIRST PENGUINS  
THROUGH THE  
COMP PLAN HOLE**

Presented to APA Washington  
October 17, 2014

American Planning Association  
Washington Chapter  
Making Great Communities Happen

Randy Pausch  
"The Last Lecture: Really  
Achieving Your Childhood  
Dreams"

Pausch created the "First Penguin  
Award" to reward students who  
took great risks in pursuing their  
goals, even though they met with  
failure.

The award comes from the notion  
that when penguins are about to  
jump into water that might contain  
predators, well, somebody's got to  
be the first to jump. The First  
Penguin award is, in essence, a  
celebration of risk taking.

### Spokane Penguin:

I am Marmot. Out of the Hole!

AWA

### Spo·kane

A city of eastern Washington near the Idaho border on the falls of the **Spokane River**, about 193 km (120 mi) long. Settled on the site of a trading fort established in 1810, Spokane is a trade and processing center in an agricultural, lumbering, and mining region.

Source: <http://www.thefreedictionary.com/Spokane>

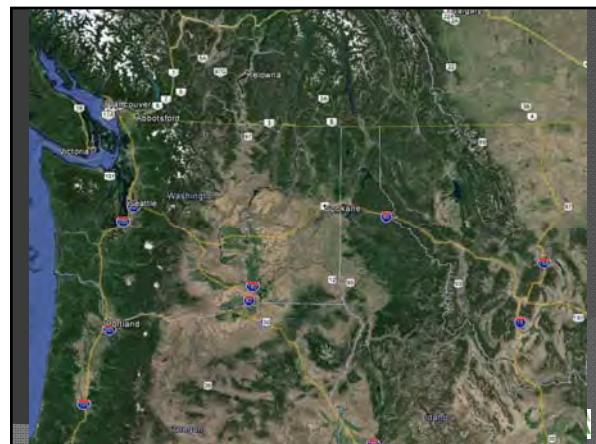
AWA

### Spokanistan

Another nickname for the city of Spokane in Washington State USA. This nickname began growing in popularity when some **Spokane** residents began to notice similarities between their surroundings and the pictures of dusty towns in Afghanistan being shown on TV news.

Source: <http://www.urbandictionary.com>

AWA



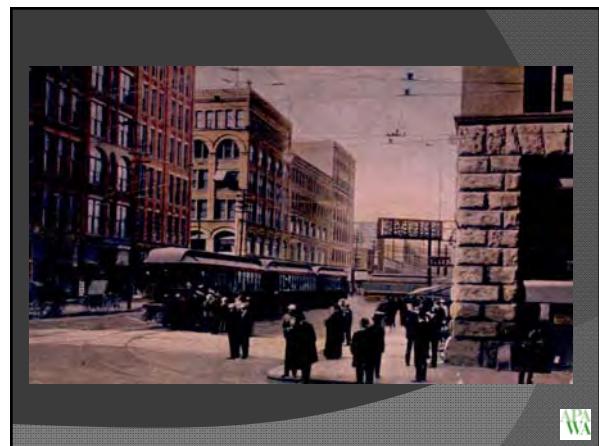
### Inland Northwest Regional Center

**Inland Northwest Regional Center**

The map illustrates the Inland Northwest Regional Center, specifically the Spokane Trade Area. The area covers a significant portion of the Pacific Northwest, including parts of Washington, Idaho, and Montana. Key cities like Seattle, Spokane, Portland, and Coeur d'Alene are highlighted. An orange circle centered on Spokane indicates its influence, which extends into Montana and parts of Oregon and Idaho.

### Spokane Demographics

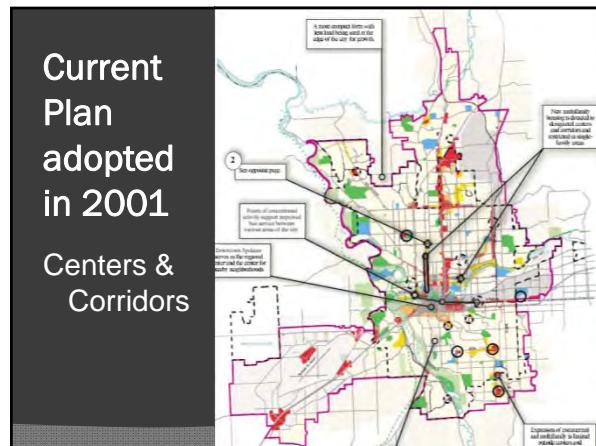
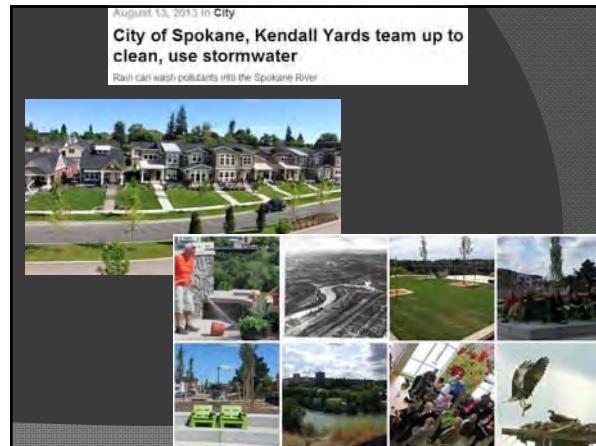
- 1,700,000 people within Spokane Trade Area – Very Spread Out – 150 mile radius
- 475,000 people within Spokane County
  - Spokane County "Urban" = 390,000
  - Spokane / Coeur d'Alene CSA = 680,000
- 211,000 people within the City of Spokane (2000 – 196,000)
  - About 1,000 a year growth – slow growth?
  - As of 2012 – Just under 70 Square Miles
- City's median household income \$41,466
  - Region's poverty issues
- Spokane County's median household income \$49,257

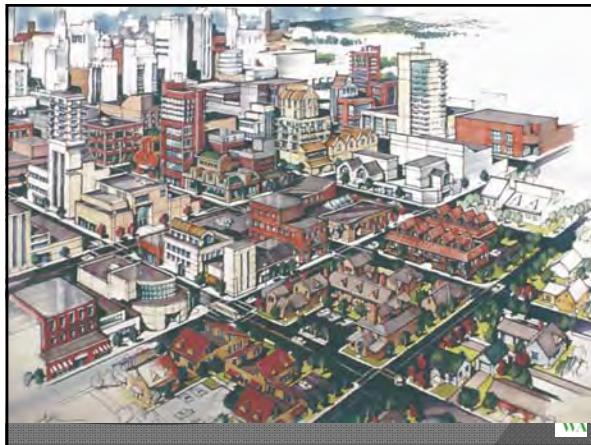
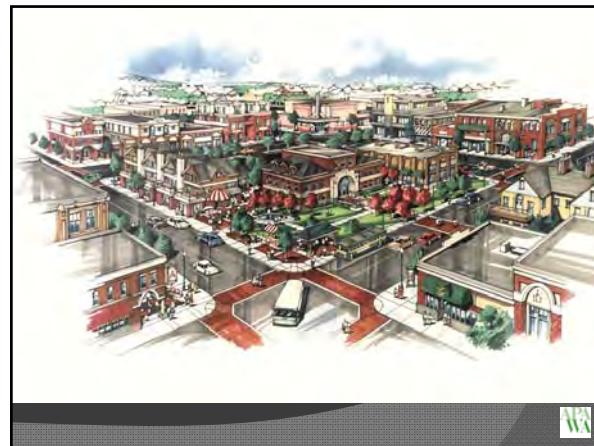




By the 1950s business was declining in downtown Spokane and the rail lines, cutting through the heart of the city, were carrying few passengers. Havermale Island, at the center of this picture, was a setting for railroad tracks, parking lots, and warehouses.



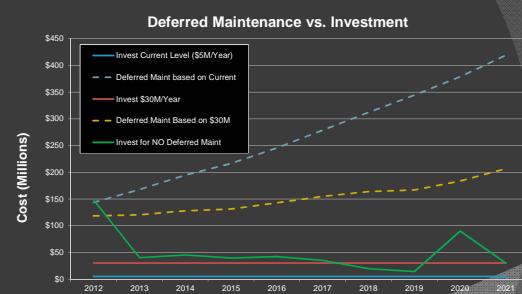




## Update Issues

- Education about current plan's Vision and Goals
- Public Participation (Not just choir)
- Prioritization (See Focus)
- Focus (2 forms of government, 6 mayors, 6 Planning directors in 14 years...)
- Perceived needs – Mayors, Councils Districts, Neighborhoods
- Land Use Vision still true?  
(Too many Centers – add more Centers...)
- Investment Plan (Capital)

Pavement Maintenance Funding



## Infrastructure Integration

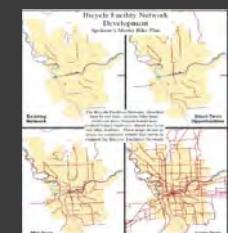
- Make sure our Level of Service definition fits what we want and can afford.
  - Transportation
  - Land Use
  - Storm-water / CSO
  - Water / Sewer Maintenance

Great opportunity to look at everything differently and be SMART about how we look at our future needs within the right of way



## Transportation Plan

- Vision, Goals, and Priorities
- Infrastructure Integration
- Land Use Connection






## The Opportunity of Integrated Infrastructure Planning

- Where are we at today?
  - Infrastructure nearing end of life.
  - Spokane incorporated in 1881.
    - Streets, Water, Sewer, Sewer Overflow
    - Inadequate services hindering redevelopment




## Integrated Infrastructure

Predicted - Fewer Transportation Capital Dollars

- Leverage Stormwater Runoff Spending
- Leverage Combined Sewer Overflow Spending
- Many (newer) Uses of Right-of-Way




## What is a Street?

- Connectivity for vehicles, goods, bicycles, pedestrians, public transit
- 3-dimensional view of a street
- Need for coordinated planning across utility and transportation areas
- Greater value for the \$
- Grew out of work to improve health of the River




## Integrated Plan Objectives

Environmentally & Financially Responsible

- Cleaner River faster.
  - Prioritize work that has a greater impact on pollutants.
- Implement cost-effective & innovative technologies.
  - Add “green” technologies.
  - Right-size existing projects.
- Holistic integration with other critical infrastructure.
  - Solve multiple problems.
  - Better streets, new water mains, better parks...




## Evolving Process

- ⦿ Engineered solution to a specific requirement
- ⦿ Right-sized tanks
  - Interceptor Capacity
  - Refined modeling using actual rainfall and overflow data
  - Flexibility within the regulations
- ⦿ Expect to save about \$100 M in the program
- ⦿ Localized neighborhood benefits surrounding projects



- ⦿ Connection between Streets & Stormwater

## Streets & Stormwater

- › Commitment to rebuild streets to eliminate stormwater
- › 3-dimensional view of streets
  - Mobility uses plus below-ground utility connectivity
- › Aging infrastructure, regulatory requirements
- › Prioritize projects across these purposes
- › Council Priority areas



## Performance Measures

- ⦿ Are we measuring the right things?
- ⦿ Are we happy?
- ⦿ Are we achieving desired results?
- ⦿ Do we really have a congestion problem?
- ⦿ What can we afford?



## What are we doing?

- ⦿ Public health partnership
- ⦿ Trying to include next generation
  - Is Facebook already dead?
  - Need more conference sessions!
- ⦿ Focus: What can we afford rather than what we think we would like?
  - What can we maintain?
  - What do we want to maintain?



## Back to a Transportation

- ⦿ Pedestrian First?
- ⦿ Reduce Demand?
- ⦿ Viable Public Transit?
- ⦿ Reduce Sprawl / Continue to Encourage Infill? Who pays?
- ⦿ Use Fiscal Resources Efficiently?



### *Making Spokane a City of Transportation Choices*

- Provide viable transportation options for all users
- Reduce city capital and maintenance costs
- Promote health through active transportation
- Attract creative industries
- Reduce household transportation costs



## *Integration*

- “3D view” of streets (above and below grade)
  - Leverage transportation investments to meet multiple objectives:
    - stormwater/combined sewer overflow
    - economic development/land use
    - transportation
  - Limit disruption to residents and businesses



## *Health & Safety*

- Leverage investments to enhance traffic safety and promote positive public health outcomes
  - Right-size streets (road diets), on the appropriate streets can increase safety and reduce maintenance costs
  - Build active transportation back into our daily lives

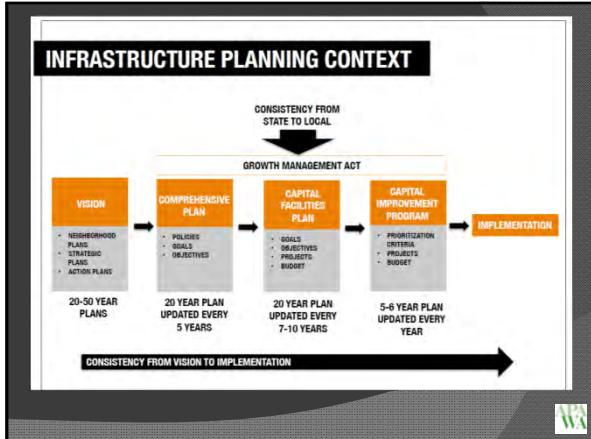


*Fixing it  
First*

- Maintain and enhance our existing transportation assets
  - \$150 million backlog
  - \$40 million annually to maintain system, but only \$5 million is funded
  - Leverage internal and external resources



**INFRASTRUCTURE PLANNING CONTEXT**



## **INTEGRATED INFRASTRUCTURE FRAMEWORK**

