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Anatomy of the Transportation Element

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

Prevalent themes

- 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.

The little Element

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

Spokane
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.

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
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

Spokane County’s median household income $49,257
Current Plan adopted in 2001
Centers & Corridors
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

Deferred Maintenance vs. Investment

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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 $ investment
- Grew out of work to improve health of the River

Integrated Plan Objectives
- 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

**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

**Health & Safety**

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

**Livable Streets**

- Match street design to the function for Spokane districts and neighborhoods
- Livable streets are:
  - Safe and convenient for all users
  - Economically vibrant in centers and along corridors
  - Multi-purpose and multi-functional

**INFRASTRUCTURE PLANNING CONTEXT**

**INTEGRATED INFRASTRUCTURE FRAMEWORK**
Trade-offs in Cities

**Conventional Approach**
- More Cars
- More Lanes
- More Roads
- More Efficiency
- ITS

**Lateral Approach**
- User View and Comfort
- Context-Sensitive Design
- Traffic Calming
- Personal Security
- Mixture of Uses
- Road Network
- Pedestrian-Oriented Environment
- Compact Development

**Balanced Approach**
- Transit
- Bicycling
- Walking
- HOV/HOT Lanes
- More Efficiency
- More Pavement
- ITS

Riverside Ave. – Spokane, WA