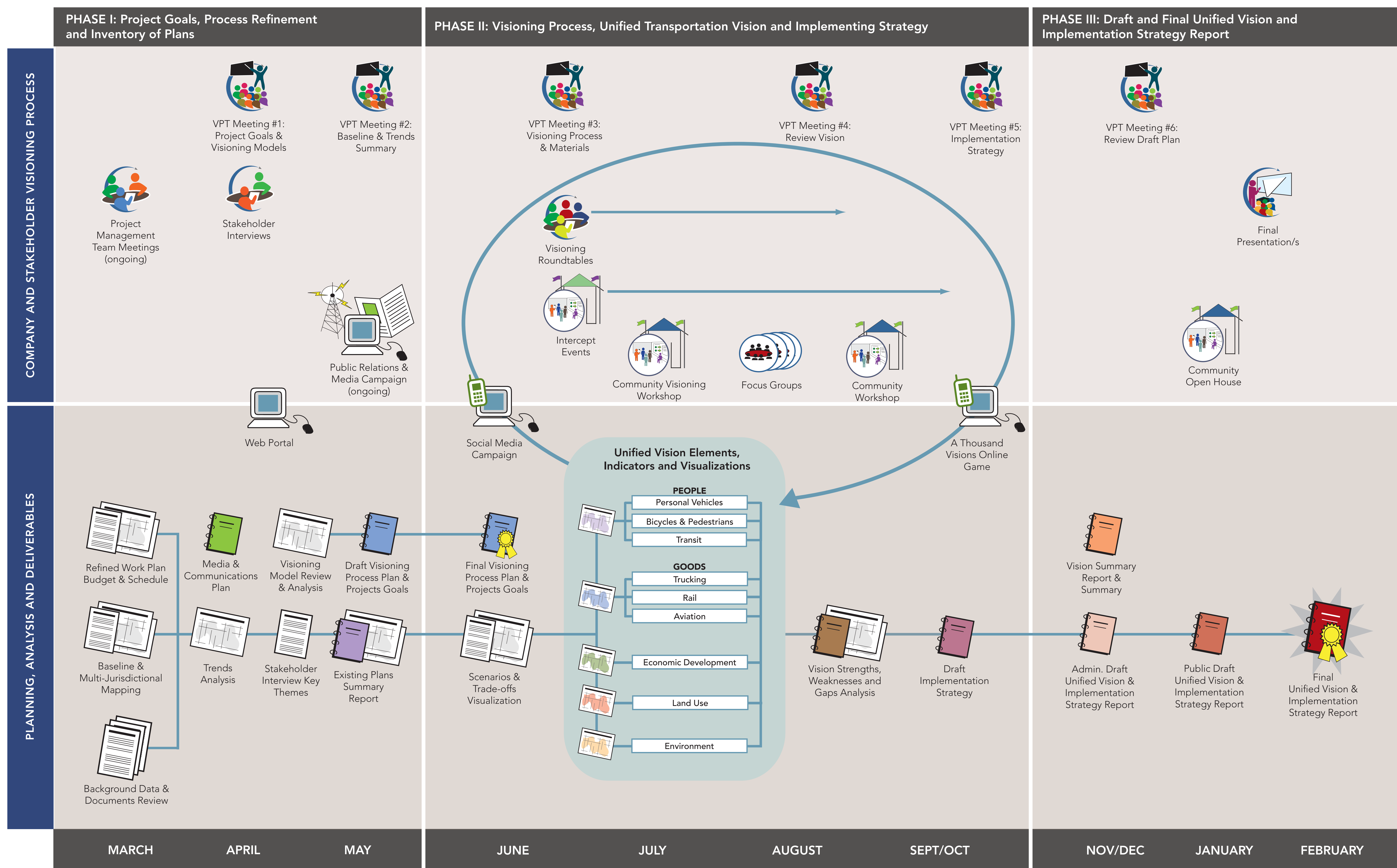
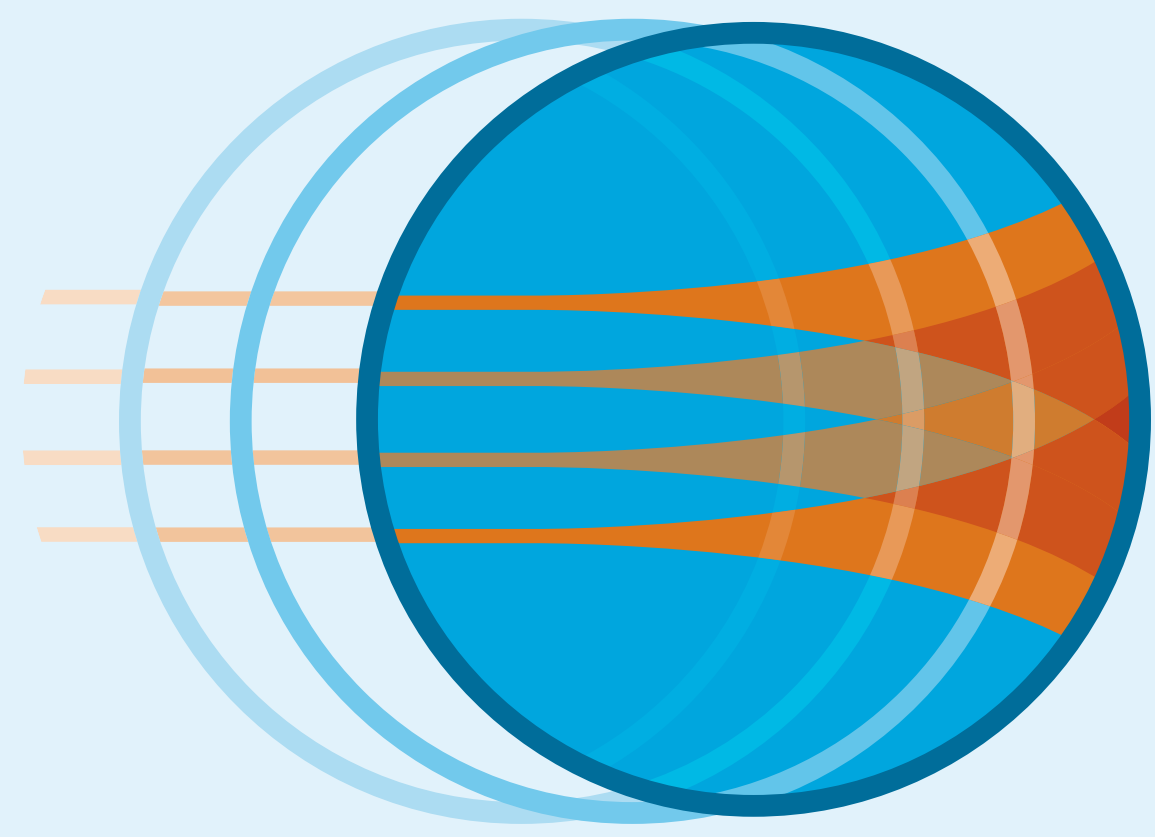


Spokane Regional Transportation Council UNIFIED REGIONAL TRANSPORTATION VISION

PROCESS SCHEDULE





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Input Summary

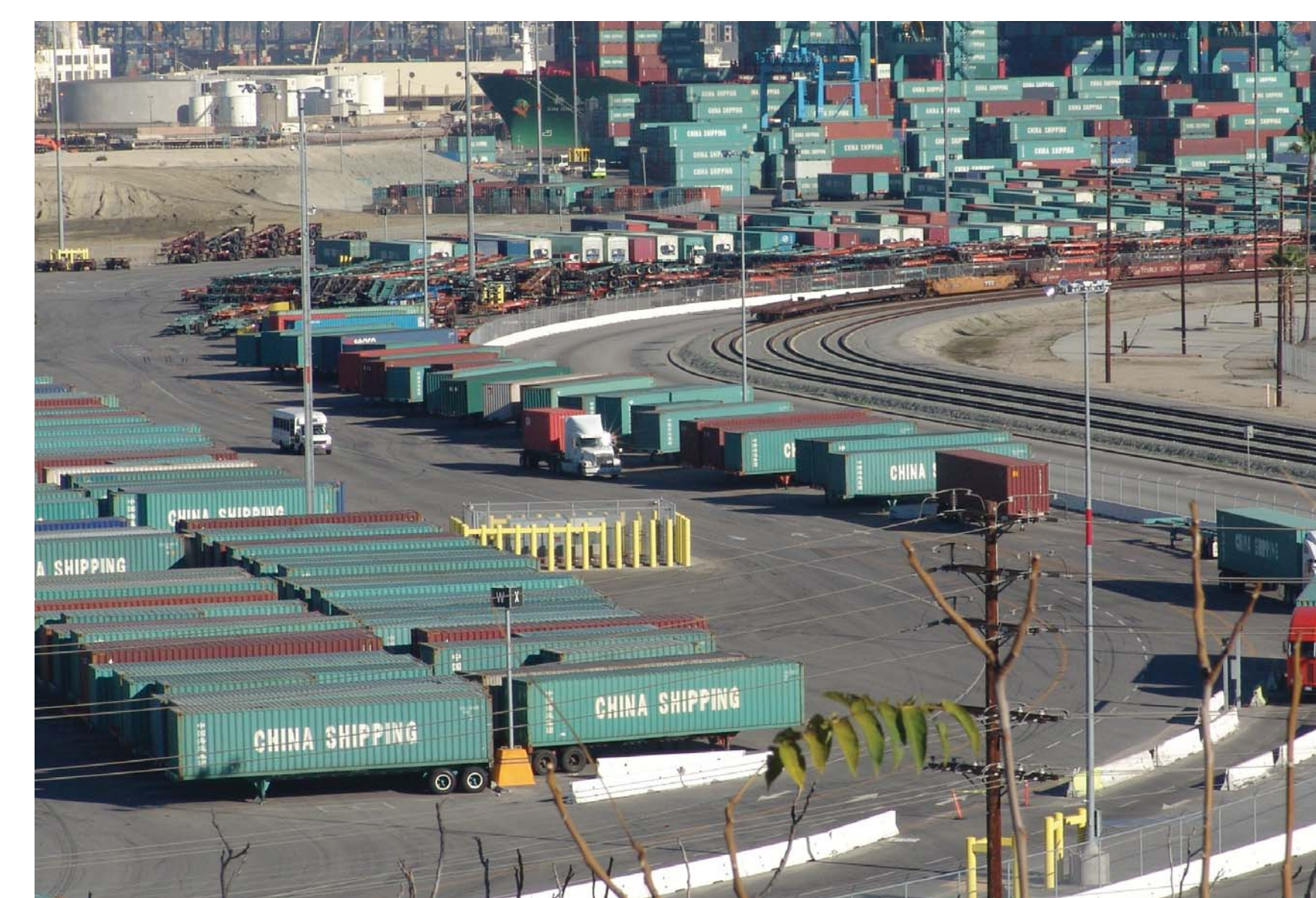
	Vision	Values	Key Priorities	Targets
Vision Process Team	<ul style="list-style-type: none">• Multi-modal transportation network• Transportation hub• Economic growth• Maintenance of existing system• County-wide collaboration and standards creation	<ul style="list-style-type: none">• Economic Diversity• Education• Independence of Movement• Quality Employment• Intraregional and Interregional Connectivity	<ul style="list-style-type: none">• Focusing Investment to Position the Region for Economic Growth• Defining and Developing an Integrated Transportation Network• Working Together as a Unified Voice to Make it Happen• Further Integrating Transportation and Land Use Planning	<ul style="list-style-type: none">• Develop a Regional Pact to implement the vision• Reduced commute time• Increased transportation options• Establishment of Jobs-Housing Ratio benchmark• Mode share for transit commute trips to increases by ½ to 1% annually• 10-20% decrease in 2009 annual regional expenditures in 20 years• Spokane County to return of the Gross Domestic Product (GDP) of 2001 share levels by 2020, and an additional 25% increase in total Regional GDP by 2050
Stakeholders	<ul style="list-style-type: none">• Quality employment• Multi-modal transportation network• Preservation of the environment• Connectivity of existing and new development• Integrated coordination of land use planning	<ul style="list-style-type: none">• Affordability• Quality of Life• Access to the Outdoors• Education• Regional Perspective	<ul style="list-style-type: none">• Further Integrating Transportation and Land Use Planning• Focusing Investment to Position the Region for Economic Growth• Working Together as a Unified Voice to Make it Happen	<ul style="list-style-type: none">• Reduced commute time• Increased transportation options• Establishment of Jobs-Housing Ratio benchmark• Develop a Regional Pact to implement the vision• Spokane County to return of the Gross Domestic Product (GDP) of 2001 share levels by 2020, and an additional 25% increase in total Regional GDP by 2050
Leadership/Staff	<ul style="list-style-type: none">• Economic growth• Safe multi-modal transportation network• Maintenance of existing system• Recreation needs• Integrated coordination of land use planning	<ul style="list-style-type: none">• Affordability• Access to the Outdoors• Quality of Life• Economic Diversity	<ul style="list-style-type: none">• Ensuring Fiscal Responsibility, Accountability and Sustainability• Focusing Investment to Position the Region for Economic Growth• Building a Livable Region and Making Places	<ul style="list-style-type: none">• Devote at least 50% state and federal funds for transit projects and at least 75% state and federal funds for all other projects• Transportation funding growth (from all sources) keeps pace with or exceeds the rate of inflation• Aim for bond ratings of Aaa, maintaining a rating of at least Aa3• Spokane County to return of the Gross Domestic Product (GDP) of 2001 share levels by 2020, and an additional 25% increase in total Regional GDP by 2050• Maintain rural and natural resource land uses near 88% in Spokane County
Visioning Roundtables	<ul style="list-style-type: none">• Accessible public transportation• Mixed-use centers• Economic growth• Connectivity of existing and new development• Preservation of the environment	<ul style="list-style-type: none">• Social Connectivity and Relationships• Transportation Choices and Flexibility• Access to the Outdoors	<ul style="list-style-type: none">• Providing Sustainable Transportation Choices• Defining and Developing an Integrated Transportation Network	<ul style="list-style-type: none">• Achieve \$50 million in funding for non-motorized network improvements• Increased regional funding allocation to 5% for non-motorized modes• Keep construction of roadway and other transportation facilities to pace with demand• Mode share for transit commute trips to increases by ½ to 1% annually
Community Workshop	<ul style="list-style-type: none">• Quality employment• Transportation hub• Multi-modal transportation network• Safe multi-modal transportation network• Mixed-use centers• Complete neighborhoods	<ul style="list-style-type: none">• Quality of Life• Affordability• Environmental Quality• Access to the Outdoors• Housing Choice	<ul style="list-style-type: none">• Building a Livable Region and Making Places• Working Together as a Unified Voice to Make it Happen• Defining and Developing an Integrated Transportation Network	<ul style="list-style-type: none">• 10-20% decrease in 2009 annual regional expenditures in 20 years• Develop a Regional Pact to implement the vision• Increase total miles of bike and pedestrian facilities per 1,000 persons to 2.7 or greater• Maintain rural and natural resource land uses near 88% in Spokane County• Mode share for transit commute trips to increases by ½ to 1% annually
Community Visioning Game Workshop	<ul style="list-style-type: none">• On-street and off-street bicycle and pedestrian facilities• Interconnected transportation system• Health and Wellness• Economic growth• Preservation of the environment• Maintenance of existing system	<ul style="list-style-type: none">• Affordability• Access to the Outdoors• Transportation Choices and Flexibility• Education	<ul style="list-style-type: none">• Building a Livable Region and Making Places• Providing Sustainable Transportation Choices	<ul style="list-style-type: none">• Increase total miles of bike and pedestrian facilities per 1,000 persons to 2.7 or greater• Maintain rural and natural resource land uses near 88% in Spokane County• Achieve \$50 million in funding for non-motorized network improvements• Increased regional funding allocation to 5% for non-motorized modes• Keep construction of roadway and other transportation facilities to pace with demand
A Thousand Visions	<ul style="list-style-type: none">• Maintenance of existing system• Interconnected transportation system• Preservation of the environment• On-street and off-street bicycle and pedestrian facilities	<ul style="list-style-type: none">• Affordability• Environmental Quality• Regional Perspective• Intraregional and Interregional Connectivity	<ul style="list-style-type: none">• Providing Sustainable Transportation Choices• Building a Livable Region and Making Places	<ul style="list-style-type: none">• Achieve \$50 million in funding for non-motorized network improvements• Increased regional funding allocation to 5% for non-motorized modes• Keep construction of roadway and other transportation facilities to pace with demand• Increase total miles of bike and pedestrian facilities per 1,000 persons to 2.7 or greater• Maintain rural and natural resource land uses near 88% in Spokane County

Unified Regional Transportation Vision

The vision statement builds on momentum from past investments and accomplishments while incorporating the aspirations, needs and ideals of today's regional community.

Future transportation investments will help the Spokane Region maintain its appeal as a livable community with a thriving business and cultural atmosphere nestled within the beautiful scenery of eastern Washington. A well-maintained regional transportation system will provide a high level of service across both urban and rural areas with a variety of sustainable transportation choices and connectivity that advance accessibility and reliability for all users.

The region's prosperity will also be the result of direct and indirect investments in our transportation systems to move freight and facilitate commerce that will ensure retention and attraction of new employers and family wage jobs, as well as increase our ability to attract quality employees. Implementing sustainable, efficient, effective and reliable solutions to existing and future transportation challenges in the Spokane Region will be key to making the Inland Northwest a fantastic place to visit, live, work, play and raise a family.



A. Further Coordinating Transportation and Land Use Planning.

Land use and transportation planning decisions should be made in coordination and collaboration with one another because of their potential impact on the character and quality of the region.

Recommendations

- A.1: Implement the policies articulated in the 2008 Metropolitan Transportation Plan (MTP) and continue to coordinate future MTPs with the County's and cities' Comprehensive Plan.
- A.2: Provide access to safe, reliable and convenient public transportation, especially in commercial, mixed use and higher density residential areas.
- A.3: Improve transportation routes to connect to Downtown Spokane, other employment centers and major routes such as I-90.
- A.4: Continue to coordinate with local jurisdictions to monitor transportation levels of service for rural communities and residents.

Targets

- Average Commute Time: 21.0 minutes
- Mode Split: 70% or less region-wide drive alone rate
- Jobs-Housing Balance Ratio: 1.19 jobs per household



B. Focusing Investment to Position the Region for Economic Growth.

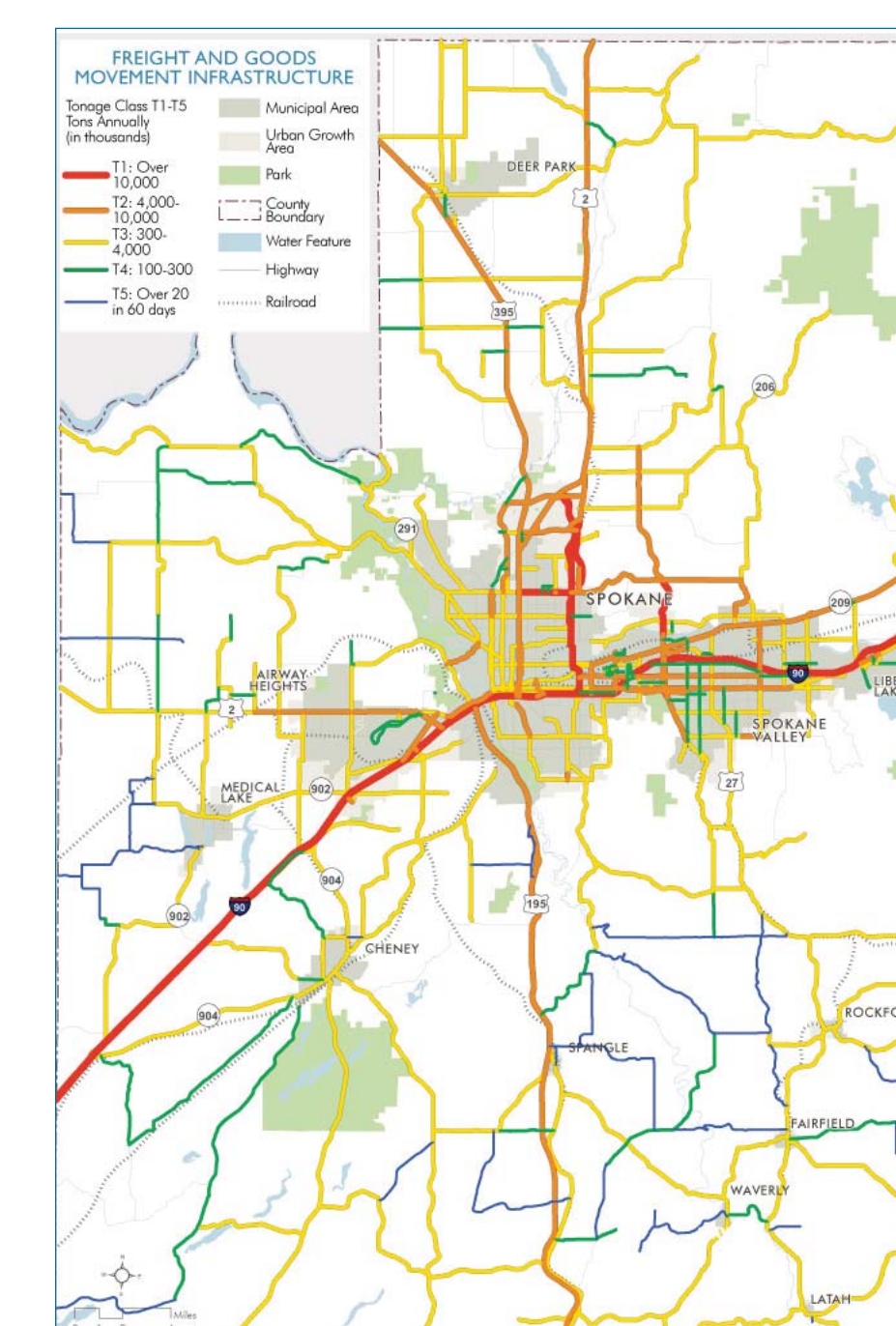
Build the physical infrastructure and other related programs that can support a wide range of occupations, businesses, industries and services that are essential to the regions economic success.

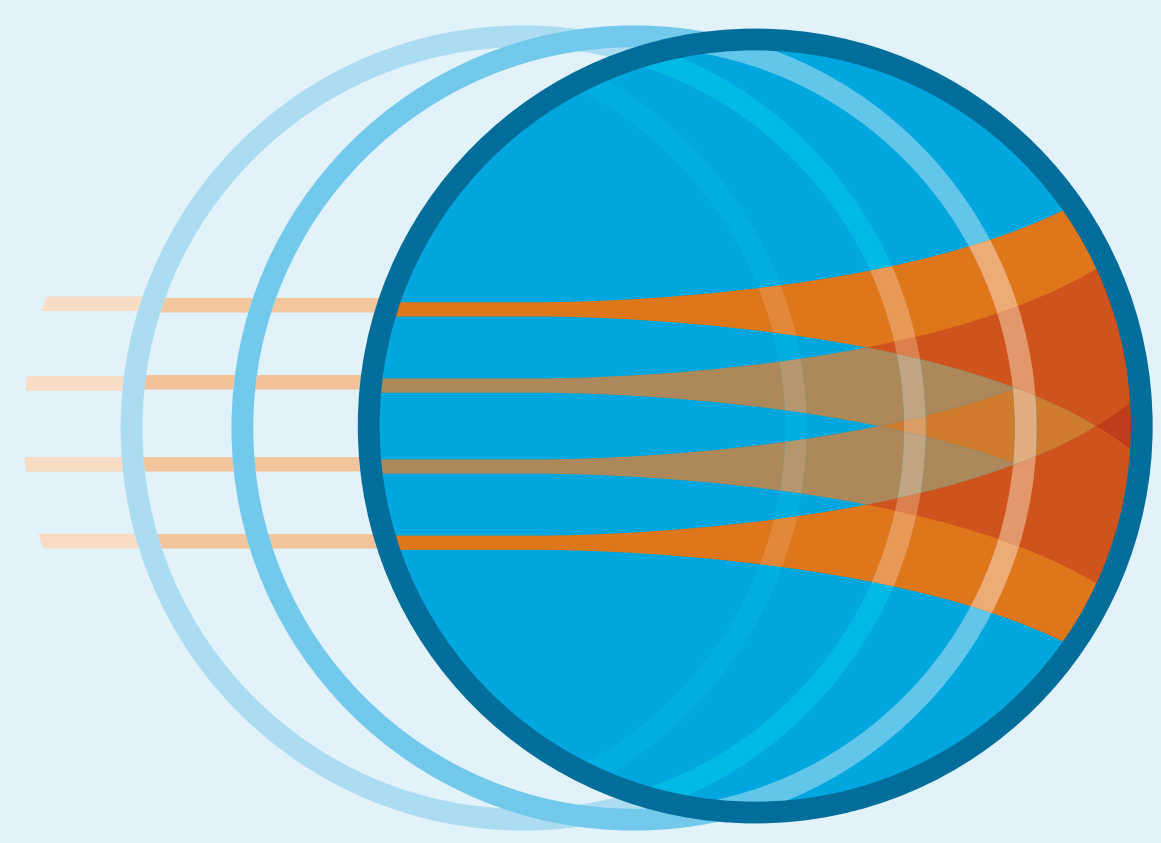
Recommendations

- B.1: Directly and indirectly support job creation through strategic investments in transportation infrastructure and services.
- B.2 Address the imbalances within the current freight system related to restrictions in both policy and infrastructure.
- B.3: Target freight infrastructure projects that will generate additional economic opportunity.
- B.4: Augment the regional freight system to respond to climate change.

Targets

- Number of new jobs (in transportation and overall): 75,000 overall new jobs by 2030
- Metropolitan Area Gross Domestic Product (GDP) for Spokane County: 2001 share levels by 2020, and an additional 25% increase in total Regional GDP by 2050
- Additional targets will be established as part of IPH Phase 2 and may include such measures as industry location quotients, shift-share analysis, tons and value of inbound and outbound cargo (truck, rail and air), and rate of employment among others.





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C. Defining and Developing an Integrated Transportation Network.

Invest in targeted improvements to connect between all modes and facilitate seamless travel between destinations while decreasing regional dependency on personal vehicle trips.

Recommendations

- C.1: Refine bicycle and pedestrian project descriptions.
- C.2: Implement the High Performance Transit Network (HPTN) with a variety of service levels and transit modalities serving the region.
- C.3: Resolve potential conflicts between various users (e.g. bicycles and freight) and among multiple designations for the same routes through coordination and design.
- C.4: Ensure new facilities balance the needs of all modes, as well as the movement of people and goods.

Targets

- Percent of HPTN constructed or implemented
- Commute mode share for transit: increase by 0.5 to 1% annually
- Increase Linked Trips: improve the percentage of trips linked to transit by bicycling and walking to 88%
- Number of people travelling to the Spokane International Airport by transit: double number each decade through 2050



D. Providing Sustainable Transportation Choices.

To prepare for future growth, increase access, convenience and choice in transportation options including facilities for ridesharing, pedestrian, bicycle and transit.

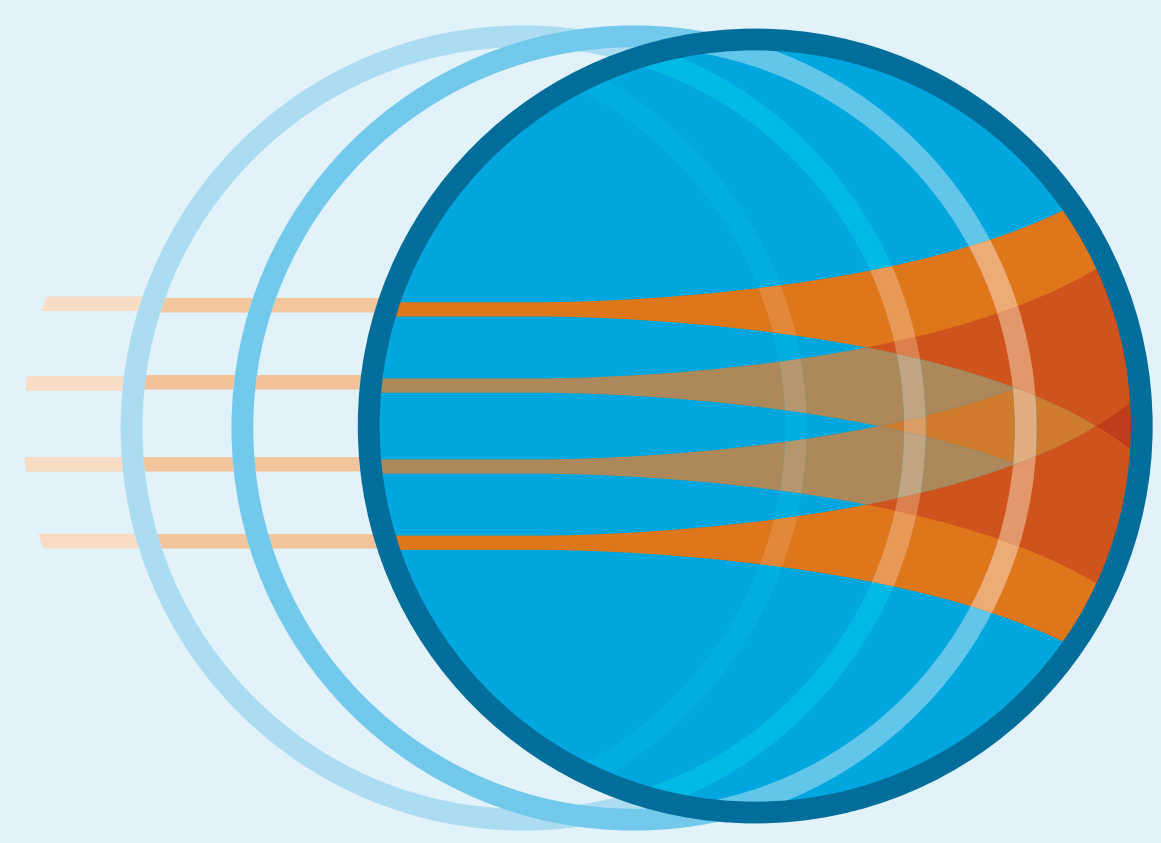
Recommendations

- D.1: Completion of already identified transportation improvements.

Targets

- Construct Non-Motorized Network: acquire \$50 million in funding for non-motorized improvements
- Realign Funding Criteria: 5% regional funding allocation for non-motorized modes
- Keep Pace with Travel Demand: construct roadway and other transportation facilities – including sidewalks, trails, bike facilities and transit – to keep pace with demand





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E. Building a Livable Region and Making Places.

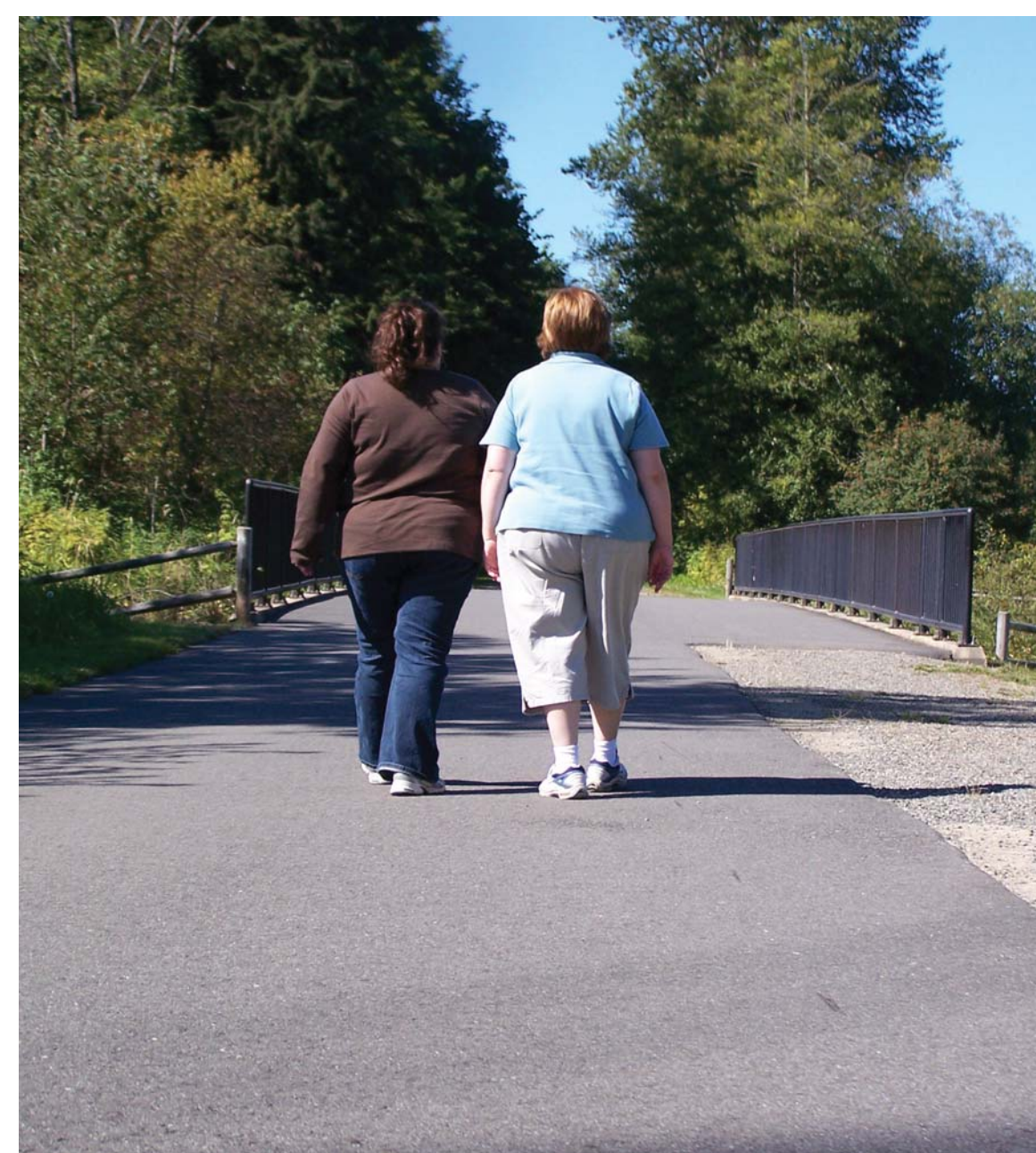
Provide affordable and convenient housing options and transportation choices to promote neighborhood values and local businesses.

Recommendations

- E.1: Invest in non-motorized transportation improvements and transit.
- E.2: Integrate stormwater improvements with transportation projects.
- E.3: Invest in system-wide transportation facility rehabilitation and maintenance.
- E.4: Increase the level of and education and outreach of regional policies related to community and environmental health.
- E.5: Clearly identify the locations where jurisdictions should invest capital funds for transportation improvements to ensure that they are well used and help build towards the region's goals for encouraging choices.

Targets

- Total Miles of Bike and Pedestrian Facilities: increase total miles of bike and pedestrian facilities per 1,000 persons to 2.7 or greater in Spokane County.
- Rural & Natural Resource Land Uses: maintain rural and natural resource land uses near 88% in Spokane County



F. Supporting the Region and Environment.

Develop programs and policies to support regional values and protect and restore the natural environment.

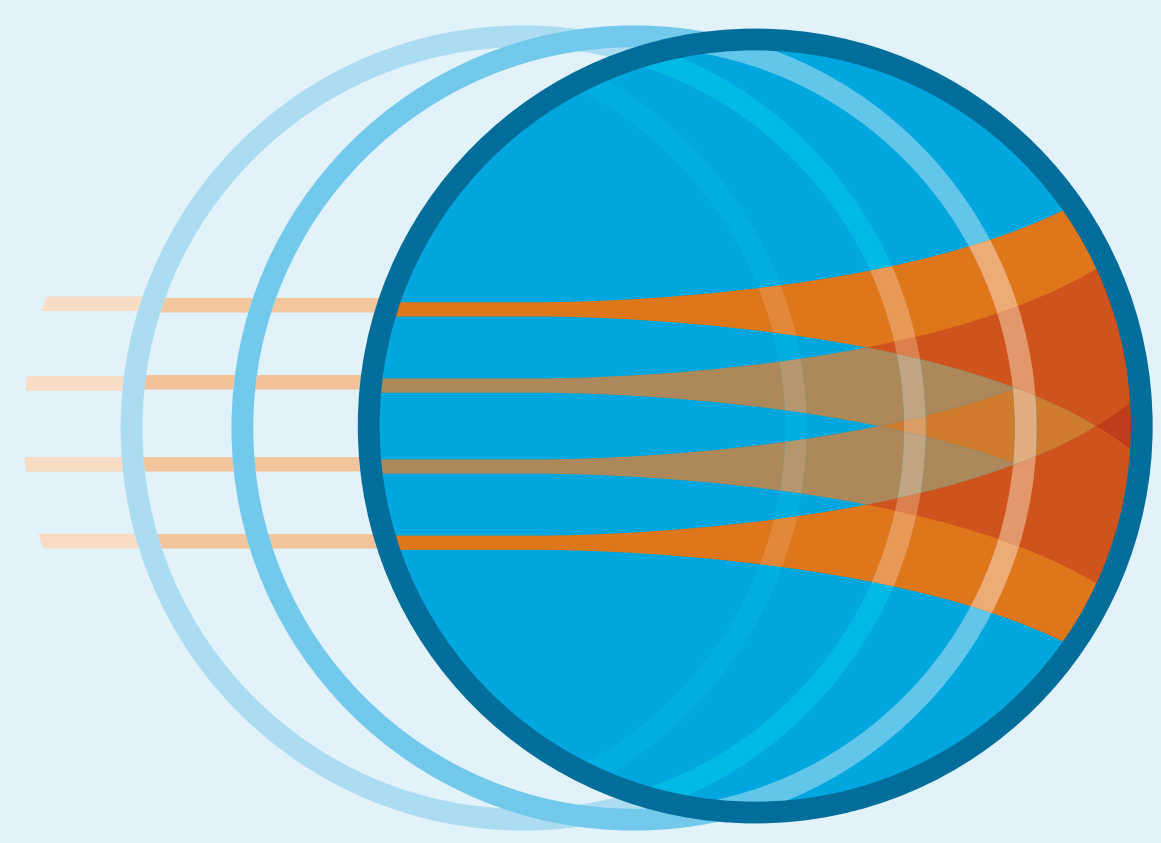
Recommendations

- F.1: Increase stormwater system improvements developed in conjunction with transportation projects.
- F.2: Invest in system-wide transportation facility rehabilitation, preservation and maintenance.
- F.3: Contribute to the promotion of health and wellness of the region's residents by investing in transportation options that improve opportunities for active transportation.

Targets

- Spokane River Quality Index: Range between 80 to 90
- Greenhouse Gas Emissions: 1990 levels by 2020, and 50% below 1990 levels by 2050
- Obesity Index: reduce 15% in 20 years
- Active Mode Share: Percent of people walking, biking or taking transit for the work commute and other daily trips





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G. Ensuring Fiscal Responsibility, Accountability and Sustainability.

Implement transportation funding resources and tools that are commensurate with the vision.

Recommendations

- G.1: Measure and communicate the economic impact of transportation investments.
- G.2: Ensure that those who benefit from improved transportation network pay a significant share of the cost.
- G.3: Make Use Of and Leverage Public-Private Partnerships.
- G.4: Aggressively seek new funding sources for transportation
- G.5: Fit the funding solution to the issue at hand
- G.6: Maintain flexibility.

Targets

- Ratio of state and federal funds to local funds devoted to transportation: at least 50% state and federal funds for transit projects and at least 75% state and federal funds for all other projects
- Transportation funding and rate of inflation: transportation funding growth (from all sources) keeps pace with or exceeds the rate of inflation
- Bond ratings: maintain at least a rating of Aa3 (lowest high quality rating) and aim for bond ratings of Aaa (best rating)



H. Working Together as a Unified Voice to Make it Happen.

Improve regional collaboration through strong leadership and identify and work closely with stakeholders to measure and monitor progress.

Recommendations

- H.1: Develop a unified campaign to attract young talent, families, businesses and visitors to demonstrate that the region is well-coordinated and proactive.
- H.2: Work more closely with regional stakeholders, especially at the neighborhood level.
- H.3: Continue regional collaboration based on recommended policy.

Targets

- General Fund Services Ratio: 10-20% decrease in 2009 annual regional expenditures in 20 years.
- Develop Regional Pact to implement the vision as outlined in Chapter V. Implementation Strategies.

