



VISION PROCESS SUMMARY REPORT

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I. INTRODUCTION

In the spring of 2010, the Spokane Regional Transportation Council (SRTC), in collaboration with local jurisdictions and community partners, initiated a process to develop a vision and implementation strategy for the regional transportation system. While the broader region is being considered, the study area for this effort is Spokane County. The outcomes of this process are providing strategic direction for maintaining and growing an integrated, multimodal transportation system over the next 30 to 50 years.

The vision developed through this process expresses the needs and aspirations identified by residents and stakeholders of the Spokane Region. Although the process was not able to obtain responses from the entire Spokane region a wide range of activities, in different locations, settings and formats were conducted. Events such as community workshops, stakeholder interviews, various community organizations and an online funding and investment game (A Thousand Visions) were all aimed at obtaining a high level of public participation. Through social media outlets like Facebook and Twitter along with interactive booths at various community events, the project team was able to inform residents of the Transportation Vision Project. While the project team engaged with various community members to obtain the best representation of the county, it is important to note that the responses were not randomly sampled, and should not be interpreted as demographically valid. This report summarizes these activities by presenting key findings for each that will help form the collective, regional vision.

Planning Process Overview

The planning process for the Transportation Vision Project consisted of three phases (Figure 1). The majority of public outreach occurred during Phase II of the project. During this phase, the planning team refined and synthesized community and stakeholder input into an overall vision with strategic directions for implementation. In the final phase, the information gathered in Phase II is being used to create the unified vision and implementation strategy report.

Figure 1: Planning Process



Key Findings

The array of public involvement activities proved successful in generating feedback to guide development of the vision. There are several themes that emerged throughout the course of the visioning process, organized into the following findings and presented in no particular order. Table 1 provides an overview of key findings by outreach opportunity.

Leadership and Collaboration

The region expressed a desire for leadership among elected officials to guide and implement the visioning process. Agencies should continue to collaborate on a technical level with clear communication, information sharing and inclusive planning. The vision should serve to encourage leadership, and provide an opportunity for leaders to think regionally, across local borders.

A Transportation Hub

The Spokane Region has the potential to establish itself as a more prominent transportation hub for air freight and cargo, trucking and rail. The region should increase manufacturing opportunities to balance the ratio of imports and exports. The transportation hub should integrate all the types of transportation modes, balancing the supplying needs of the inner northwest region to create a sense of place and increase the quality of life among the service area.

Increasing Air Freight and Cargo

Air freight and cargo should be encouraged and expanded to improve the capacity of the transportation system. Freight infrastructure will also be critical as the region positions itself to increase jobs and build its economy.

Transportation Choice and Freedom

Residents feel strongly about having options to get around and seldom rely on only one form of transportation. The transportation system should be reliable and allow for choice and freedom of travel modes, with convenient connections between different modes. The transportation system should consider the aging population and promote different modes of transportation.

Connectivity to Centers and Corridors

Residents expressed the need to create complete neighborhoods, connecting to centers and corridors throughout the region by multiple modes of transportation. Expanded transit lines, bike facilities and sidewalks will help improve gaps within the existing network.

Integrated Land Use and Transportation

Many builders and developers throughout the visioning processes indicated a lack of interconnectivity between existing land use and transportation, while residents expressed a need to reduce sprawl. Land use and transportation decisions must be made with respect to one another, to reduce sprawl and allow for the orderly and efficient growth of the region. New development standards should include

requirements for access and connectivity to various modes of transportation and more walkable environments for all.

Increase Concurrency of New Development

Developers felt that incentives should be available to encourage transit and pedestrian oriented development. Incentives could include programs promoting the desired vision for the community with new growth helping to fund its share of transportation improvements and sufficient infrastructure. Jurisdictions should provide stronger leadership and guidance on community plans for new development, working together with developers to help create a complete vision supporting the future growth and development of the community as a whole.

Preserving Regional Assets and Quality of Life

Many residents of the Spokane region expressed their appreciation for the area's excellent access to the outdoors, natural and scenic beauty, and its reputation as a safe, affordable, family friendly community. New growth and development should serve to build on these assets and preserve regional values. Participants addressed the need for a regional transportation system that serves all ages, with greater access and transportation opportunities that are user friendly, integrated and sustainable.

Educated and Informed Public

Education is an important element of the regional system and should be increased to target non-transit users, promote safety among all transportation modes and provide information about new plans, projects and programs. The vision (and visioning process) will serve to raise awareness and knowledge of regional issues and needs.

Funding and Partnerships

New and existing funding resources should be built and expanded to create a healthy and sustainable transportation system. This financial system should be based on long term maintenance needs and be accountable to the public.

Thinking Locally, Regionally and Globally

The transportation system should serve local needs while providing and improving upon regional connections. While the connections among local neighborhoods and jurisdictions are critical, regional mobility and the creation of a northwest transportation hub can help position Spokane as it moves towards the future as an area for importing and exporting goods.

TABLE 1: PUBLIC OUTREACH AND VISION ELEMENTS

	Vision Process Team	Stakeholder Interviews	Leaders and Staff Workshops	Visioning Roundtables	Community Visioning Workshop	Community Visioning Game Workshop	A Thousand Visions
Vision	<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"> 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"> 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"> Accessible public transportation Mixed-use centers Economic growth Connectivity of existing and new development Preservation of the environment 	<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"> 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"> Maintenance of existing system Interconnected transportation system Preservation of the environment On-street and off-street bicycle and pedestrian facilities
Values	<ul style="list-style-type: none"> Economic Diversity Education Independence of Movement Quality Employment Intraregional and Interregional Connectivity 	<ul style="list-style-type: none"> Affordability Quality of Life Access to the Outdoors Education Regional Perspective 	<ul style="list-style-type: none"> Affordability Access to the Outdoors Quality of Life Economic Diversity 	<ul style="list-style-type: none"> Social Connectivity and Relationships Transportation Choices and Flexibility Access to the Outdoors 	<ul style="list-style-type: none"> Quality of Life Environmental Quality Transportation Flexibility Education 	<ul style="list-style-type: none"> Affordability Access to the Outdoors Transportation Choices and Flexibility Education 	<ul style="list-style-type: none"> Affordability Environmental Quality Regional Perspective Intraregional and Interregional Connectivity
Key Priorities	<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"> 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"> 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"> Providing Sustainable Transportation Choices Defining and Developing an Integrated Transportation Network 	<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"> Building a Livable Region and Making Places Providing Sustainable Transportation Choices 	<ul style="list-style-type: none"> Providing Sustainable Transportation Choices Building a Livable Region and Making Places
Targets	<ul style="list-style-type: none"> Increasing transportation mode shift by doubling all non-motor vehicle trips in the region Lowering transportation costs system wide Attracting businesses in the region and growing jobs Increasing transportation education and information to the public 	<ul style="list-style-type: none"> Increasing transportation options Creating community buy-in and collaboration Leveraging new funding sources Reducing traffic and congestion 	<ul style="list-style-type: none"> Securing transportation funding that is tied to system improvements Strengthening the economy through improvements in the freight system Implementing strong regional collaboration 	<ul style="list-style-type: none"> Securing funding to create a healthy and sustainable transportation system Filling in gaps in the existing network to create complete neighborhoods and connected centers and corridors increasing manufacturing opportunities to balance the ratio of imports and exports 	<ul style="list-style-type: none"> Providing multiple transportation modes Improving connections to jobs Improving the regional economy through the transportation system Focusing improvements to urban areas to encourage job growth 	<ul style="list-style-type: none"> Allocating resources to non-motorized transportation system improvements Completing trail and sidewalk improvements in urban areas 	<ul style="list-style-type: none"> Creating additional funding for non-motorized network improvements Increasing regional funding allocation for non-motorized modes Improving transit in urban areas

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II. OVERVIEW OF OUTREACH ACTIVITIES

The comprehensive outreach and engagement efforts centered on a series of community roundtables, workshops and intercept events. These efforts included use of mapping and visualization tools to help the public and key partners, visualize the region as a whole to better understand the issues, opportunities and choices facing the county. Supplementing these efforts, a coordinated media campaign and online presence leveraged social media to help drive turnout and participation. One of the primary outreach tools used throughout this process is the project website (www.spokanetransportationvision.com) that allows the public to review and comment on the visioning process and project documents.

Public outreach began early in the visioning process, starting in spring 2010. The design of the process includes outreach opportunities for each of the three project phases. These include a series of meetings with the Visioning Process Team (VPT), interviews with regional stakeholders, multiple public workshops, intercept events, visioning roundtables, social media, as well as the project website featuring the Thousand Visions Game. A phone survey was developed and implemented in March 2011 to confirm the vision, major recommendations and certain elements of the online game results with a statistically representative sample of the Spokane County population.

Vision Process Team (VPT) Meetings

Method

A total of six VPT meetings are conducted throughout the planning process. Each meeting began with a presentation highlighting the projects current phase, outcomes to date and a review of key themes affecting the regional vision. A group discussion was lead and documented by the consultant team. Each meeting closed with information summarizing the next steps in the planning process and upcoming dates for meetings and events.

Participants

VPT consisted of 14 various stakeholders including elected officials, agency representatives and area business owners.

Purpose

To guide the development of this project, the SRTC and its community partners established a Visioning Process Team (VPT) to meet throughout each of the planning phases. The role of the VPT is to aide in the development and implementation of the Visioning Process. Observations and recommendations obtained at these meetings were also used to shape the pubic involvement process.

Results

- Creating a comprehensive, integrated and inclusive (unified) vision for the system as a whole has been the overall goal for the Spokane Unified Regional Transportation Vision. Additional goals include:
 - Incorporating a range of financial choices—low, medium and high cost scenarios;

- Approaching the transportation vision for the system with mode neutrality;
- Using transportation as a means to achieve goals outside the scope of a traditional transportation vision (e.g.: land use, environment, health, etc...); and
- Ensuring that everyone who has an opinion gets to share it. “Everyone’s opinion counts because everyone moves.”
- The consolidations of current and proposed county-wide transportation projects into a model for community input in project priority, funding methods, investment levels and performance indicators.
- Identifying lower cost ways to shift modes, taking advantage of transportation benefit districts and pursuing other funding alternatives.
- Maintenance and strengthening of the existing system by connecting gaps in the existing and proposed transportation network.
- Created demographic data standards and criteria to use for growth management efforts addressing long term health and viability associated with transportation.
- Provide economic development to attract business to the region and create employment options for the over 76,000 higher education students.
- Emphasis, education and information on various transportation options and improved safety for the “unusual suspects” in order to achieve change regarding mode choice and travel behavior.

A full list of VPT participants and detailed meeting summaries are available by request to the SRTC and located on the project website.

Stakeholder Interviews

Method

Interviews were conducted in a semi-structured format with a set of 11 pre-determined guiding questions. Interviews took place either in persons or over the phone and had a duration of 30 to 60 minutes.

Participants

The project team conducted interviews with 24 stakeholders. Participants were provided a certain level of anonymity regarding their responses. Interviewees ranged from various educational facilities, city administrations, business CEO’s, developers, and other community and organization leaders from the region.

Purpose

To gain insight into the assets and opportunities that are driving the growth and development of Spokane County 11 pre-determined questions were asked. Below are a few of the questions asked.

- What do you feel are the greatest assets to Spokane County regarding transportation, land use, jobs, housing and/or the environment?

- What do you think are the major drivers of growth and/or change in Spokane County and the larger region over the next 10 years? 20 years?
- What do you feel are the greatest challenges facing Spokane County and the larger region over the next 20 to 30 years?
- What other specific outcomes are you hoping for at the end of this process regarding: A. The final product? B. Relationships/Partnerships? C. Political positioning/funding?
- In your opinion, what is the key to success over the next eight months as we navigate through the visioning process? Are there potholes or common mistakes that we can avoid along the way?
- Are there individuals, groups and/or organizations that we should definitely talk to or reach out to as we move forward?

Results

Many of the participants had similar responses to the issues facing Spokane County. Some of the alike and predominate replies were:

- Spokane County's high quality of life and low cost of living, with a diverse type of nearby amenities such as affordable housing, the airport, proximity to nature, and a major freight hub for the Inland Pacific are just some of the assets mentioned.
- The biomedical/health industry was noted by many as an area for growth and change for the county.
- A perceived lack of cooperation, communication, and trust between jurisdictions was a concern for interviewees and many hoped this vision would identify the issues and help bring the region together as a whole.
- Insufficient funding levels due to the lack of sales tax revenue as a result of the median income levels of the area as well as the current economic downturn backed with the lack of long term thinking in terms of spending.
- An existing lack of maintenance to and for basic transportation amenities such as sidewalks and an integrated transit system and multi-modal development.
- The specific outcomes should contain elements such as a multi-modal transportation system/network, improved public health, an answer to the light rail/rapid bus line future, a vision representative of all community individuals with prioritization to funding.
- Outreach to access a diverse amount of community members through interactive processes, discussion groups, visual and graphical representations of the region as well as online.

A full list of VPT participants and detailed meeting summaries are available by request to the SRTC and located on the project website.

Leaders and Staff Workshops

Method

The Leaders and Staff Workshops occurred on two consecutive days, June 28th and 29th with the aim of reaching out to elected officials around the County and engage them into the visioning

discussion at the front end of the process. Attendees were shown a powerpoint presentation providing an overview of the project goals and existing conditions information and then led in a discussion of what they viewed as major issues and opportunities related to the regional transportation system.

Participants

The workshops were attended primarily by elected officials and staff from local jurisdictions, as well as representatives from the Washington State Department of Transportation (WSDOT).

Purpose

The purpose of the workshops was to identify priorities and goals for the Vision, as well as to explore potential futures and trade-offs associated with various transportation infrastructure, programs, economic strategies, growth patterns, and the environment.

Results

- Participants noted several competitive advantages that position Spokane County for growth and future success such as affordability, accessibility, quality of life, access to outdoors, size, ability to develop regional consensus, quality neighborhoods, and family-oriented.
- Nine priorities and goals of the Vision Plan were identified by participants:
 - Unified Vision and Strategy
 - Regional Perspective, Outlook and Voice
 - Quality of Life
 - Economic Development
 - Safe, Well-Connected and Accessible
 - Feasible and Implementable
 - Quality, Well-Maintained
 - Freight Hub
 - Funding Strategy
- There were several major elements noted regarding overall transportation during the workshops, including interconnectivity; transit; development of a freight hub; and prioritization of funding.
- Emphasis was placed on creating a beltway to move beyond “hub and spoke,” as was a possible transit connection to Coeur d’Alene.
- It was suggested that the development of a High Performance Transit Network (HPTN) be highlighted.
- It was recommended that prioritization and criteria that reflect local, state and federal constraints and goals be carefully planned out.
- Participants indicated that care needs to be taken, looking at the entire system rather than by jurisdiction alone when considering transportation (and land use, economic development, health and the environment.) Moreover, it was noted that this plan will need multi-county support.
- Participants suggested a multi-objective plan that focuses on safety, freight movement and roadway congestion, and noted that a long-term “bigger picture” approach should be taken.

- Funding priorities need to be clarified on a regional and local level.
- Attention was also given to the issue of varying priorities in terms of urban versus rural needs and people versus goods.
- A bicycle master plan is currently underway to address bicycle connectivity to surrounding neighborhoods. Further, it was noted that major and minor connections need to be provided between communities.
- There are also several roadway issues and improvements that need to be taken into consideration

Visioning Roundtables

Method

The MIG Team conducted a series of eight (8) roundtables discussions occurring between June and August 2010, each followed a common agenda. The Visioning Process Team (VPT) identified the roundtable discussion topics. All roundtable meetings included a presentation about the emerging transportation vision, followed by a focused discussion regarding the targeted group and closed with a summary of the key issues discussed.

Participants

The roundtable discussions targeted community and business leaders identified by the Visioning Process Team (VPT) for each discussion topic, but were also open to the public. Transportation topics and groups included: senior citizens, kids/parents/families, transit, freight, economic development, bicycle/pedestrian, and real estate/development/construction. The groups were comprised of three to 12 individuals.

Purpose

To facilitate additional community engagement that is more localized and targeted, identifying goals, programs, growth patterns and economic strategies specific to that of the focus group.

Results

The following results are displayed by the key findings for each of the target groups.

Senior Citizens

- Spokane region assets included family friendly, tight knit community, access to outdoors and recreation, modest growth and affordability
- Transportation assets included high frequency lines, Para transit, easy vehicular access, safe and polite drivers, and great money for mobility training.
- The challenges facing many seniors are no fixed route access to centers, lack of winter weather street maintenance, signage, street lighting and reflective paint.
- Many participants envision an increase in accessibility to information regarding Para transit, travel connections to rural communities, centers and amenities, and car sharing.

Kids/Parents/Families

- Many residents find the Spokane region to provide good access to parks and recreation, commuter transit, health care, higher education, and bicycle licensing and education as some of the major assets to the county.
- Many families have safety concerns with existing roundabouts, unemployment levels, unsafe and dirty downtown district, air pollution, lack of major street connectors, uncoordinated traffic signals, and poor school locations.

Transit

- Participants of the transit group discussed Spokane's existing transit system as one that is relatively robust and that provides good value.
- Challenges addressed by the group were underutilized corridors, insufficient north south connections, limited service on weekends, transit not supporting nightlife and poor intersections making transit maneuvering difficult.
- Some of the visions that the transit group would like to see for the future are an East-West rail to Coeur d'Alene and Cheney, multiple transportation modes, integration of new transit technologies, and support car free living.

Economic Development

- A shift in housing for baby boomers, freight movement and forecasted growth for the east and north south corridors were all trends acknowledged by the economic development group.
- Goals that the group hoped to see integrated are economic development/ transportation and land use, making Spokane more regionally competitive, a rebalance of import/export ratio, and the creation of stronger local spending.
- The potential for economic growth exists in the health care and education fields, entrepreneurship, freight hub, and alternative energies.

Bicycle/Pedestrian

- Many bike and pedestrian advocates hoped to see an improved and complete sidewalk system with cutouts, bike boulevards and better placed amenities along bike and pedestrian routes.
- The desire for trail connections between rural and urban areas was expressed to facilitate a multitude of trail user types and skill levels, from recreation to transportation, with a variety of accommodating facilities.

Real Estate/Development/Construction

- The lack of resources, poor infrastructure, and standards for good development were all identified as challenges within this group.
- Participants felt there was a need for better coordination between land uses, transportation and infrastructure needs.

- Many wanted to be able to place developments in locations that are serviced by transit so residents could be provided with a variety of transportation options but felt that current land use options did not facilitate this type of development.

Community Visioning Workshop

Method

The project team held the first workshop on July 13th, 2010 at the Lincoln Center. The project kickoff began with an introduction and presentation of the transportation vision project, process, timeline, visions and trends; followed by a community discussion in three topic areas; assets, issues and opportunities; community values and vision elements; and transportation priorities. The meeting closed with a summary of the key workshop findings and information regarding the next step in the planning process. A comment card was also handed out to individuals for feedback directly related to the three topic areas.

Participants

The workshop was attended by residents of the City of Spokane, with a few attendees from areas such as Chattaroy and Spokane Valley.

Purpose

The purpose of the workshop was to educate community members about the Transportation Vision Project, as well as obtaining information on the regions assets, issues and opportunities; community values; and transportation priorities.

Results

The following results are arranged in order of topic discussed during the community workshop.

Assets, Issues and Opportunities

- High quality of life, low cost of living, family friendly, with a safe atmosphere, livable neighborhoods, historical assets, the Spokane River, parks and greenspaces, and short trips to destinations and outdoor recreation.
- The area's climate, places to walk and bike (the Centennial Trail), special events (Summer Parkways, Spokefest) and the success created by the centers and corridors planning effort.
- Potential redevelopment opportunities, including a wealth of infill properties, and ample street rights-of-way for improving the design and function of streets and corridors.
- The biomedical/health industry. Conversely, There was also concern regarding aging infrastructure, such as the housing inventory, as well as a lack of infill development in favor of developing new housing tracks on existing farmland.
- Spokane's many universities, with participants citing expansion opportunities and job creation as offshoots of Spokane's higher education.

- Participants also felt that the County serves as a regional hub. Citing Spokane is the only major city between Seattle and Minneapolis and is a major freight hub for the Inland Empire.
- Urban sprawl and misallocation of transportation dollars are negatively affecting the region.
- The County is too car-dependent, channeling tax revenue into increasing/fixing roads instead of exploring multi-modal transportation opportunities, such as light rail.
- Planning for an aging population was mentioned as a challenge for the region, as was the need to create alternative transportation links that would increase mobility for segways, scooters, golf carts and Neighborhood Electric Vehicles (NEVs), bicycles and pedestrians.
- Participants noted a lack regional governance, leadership, inter-jurisdictional cooperation and communication between jurisdictions as a primary barrier.
- Funding is another major challenge facing the County, especially when looking into the future. The existing state tax structure sometimes poses a challenge to economic growth and new businesses looking to locate to the area.
- The lack of an integrated transit system that does not provide access to centers and corridors and has limited hours of operation creating constraints during evenings and weekends trip.
- Participants confirmed the list of community values compiled to this point in the process and put the greatest emphasis on environmental quality, healthy environment, transportation choice, environmental conservation and education. The complete list of values included:
 - Interregional connectivity
 - Intraregional connectivity
 - Transportation choice
 - Access to the outdoors
 - Affordability
 - Housing choice
 - Environmental quality
 - Environmental conservation
 - Regional perspective
 - Quality employment
 - Economic diversity
 - Healthy environment
 - Safety
 - Education
 - Self-determination/independence
 - Social connectivity and relationships

Participants were also given the opportunity to indicate additional values not already listed above. The following is a bulleted list of their responses:

- Communication/media integrity;
- Twenty hour work week;
- Non-discrimination;

- Low-income housing;
- Permanency of transit;
- Ability to age in place;
- Historic preservation;
- Urban forest;
- Protect neighborhood streets from speeding traffic; and
- Quality of life in inner city neighborhoods.

Transportation Priorities

Transportation priorities align with the community values and describe the types of projects that can implement the vision. The following is a summary of the findings found when participants were asked to review various potential transportation investments for existing and new facilities—first by indicating their level of priority, then by indicating their preferred location for each investment.

- Multiple Modes and Connections to Jobs were of high priority among the participants.
- New Employment-Related Development garnered a Low response for Infrastructure.
- Infrastructure for New Housing Development had a low priority level. This suggests that at least a portion of the community desires investment in infill and redevelopment rather than new green field development.
- Participants tended to prefer investments solely in urban areas or in both urban and rural areas, rather than in rural areas alone.
- Many participants preferred a higher investment in urban areas alone, with a high concentration of responses in the Infrastructure for New Employment-Related Development and Infrastructure for New Housing Development categories.
- Additional Service on Intraregional Connections was the investment indicating a need for increased connectivity in both urban and rural areas throughout the region.

Community Visioning Game Workshop

Method

The project team held the visioning game workshop on September 14th, 2010, at Adams Elementary School in Spokane. The strategy for the workshop centered on *A Thousand Visions Transportation Game*; an interactive group activity that allowed the community to address future transportation projects and funding in the Spokane region. The workshop began with an overview of the visioning process, an update of the project and an overview of the game. The remainder of the workshop was dedicated to game play. The project team divided participants into eight groups. Group facilitators further divided the tables into subgroups based on funding preferences (low, medium or high) set by individual participants at the outset of the game. Group facilitators then recorded group preferences into a computer spreadsheet that was used to summarize key findings at the end. Participants also received a comment card to complete, allowing them to anonymously provide personal input regarding potential projects and funding sources. The meeting closed with a review of key findings and a discussion of next steps.

Participants

There were a total of 37 participants that signed-in. Attendees were primarily Spokane residents, with a few attendees from Chattaroy and Spokane Valley.

Purpose

The purpose of the workshop was to gauge interest in potential transportation projects and funding alternatives that align with the regional vision, and help the community realize the tradeoffs associated with various potential sources to fund those projects. Workshop input was also useful in refining the online version of the transportation vision game. Overall, feedback from workshop participants was very helpful in gaining an early understanding of priority investment areas and funding preferences.

Results

The following results are displayed by funding, potential projects, performance indicators and game design feedback. Detailed information is provided in Appendix A.

- The majority of groups preferred low to medium funding levels and with conservative spending levels, almost all the teams ended with quite a bit of money left to spend.
- Participants provided feedback not only on what project they felt should receive priority but also identified potential projects and gaps within the current transportation system.
- Each project was given a level of funding among the groups, with a concentration of increased funding to projects such as existing trail completions and bike connectivity.
- Overall many of the participants felt that the game provided them with a true perspective on the funding sources and levels, how decisions are made regarding project investments and an overview of what assets and value their investments made to their quality of life.

Intercept Events

Method

During the Summer of 2010, the MIG Team took the Visioning Process to the community by developing interactive booth activities, showcased at five community events and locations. The activities allowed for informal conversations about the project, welcoming ideas and comments from participants and getting the word out about the project. The five intercept events included:

- Summer Parkways (July 11);
- Summer Parkways (August 22);
- Unity in the Community (August 21);
- Minnehaha Neighborhood Celebration(August 27); and
- Central Spokane Mobility Meeting (October 26).

Participants

Participants consisted of a variety of community event goers and Spokane county residents.

Purpose

The Intercept Events were used to draw awareness to the Visioning Process, creating greater participation and input from members of the community.

Results

The result of the intercept events helped to provide project updates and information to the county residents regarding upcoming community workshops and participation in *A Thousand Visions* Transportation Game.

Social Media

Method

The MIG Team developed an interactive web portal for the Visioning Process, designed specifically for engaging the public in visioning and planning efforts. The project team also relied on Twitter and Facebook to help advertise project updates and events.

Participants

Online users.

Purpose

The web portal includes periodic project updates, a product library, an interactive project calendar, discussion forums and other interactive features, available for the duration of the project.

Results

- Social media distributed and created a resource for online users to obtain general project information.
- The social applications allowed for mass communication regarding meetings, events and the *A Thousand Visions* Game.

A Thousand Visions

Method

In the fall of 2010, the Transportation Vision Project implemented an online game called *A Thousand Visions*. The game was live on the Transportation Vision Project's website between October 25, 2010 and November 30, 2010. The online game offered participants an interactive way to understand the context of funding transportation improvements in Spokane County. Through a series of interactive options, users built a transportation budget by weighing different funding mechanisms, then selecting a range of projects at various funding levels. The game required players to balance the budget, while allowing them to help determine what the transportation system of the future should include. The game was publicized through news releases, Facebook, Twitter, the project website,

the SRTC website and blog, flyers posted at area colleges, businesses, community centers and email lists.

Participants

The game allowed residents of all ages, incomes and backgrounds to participate directly in the planning process at their own convenience. A total of 1,028 online responses were received, including 467 full responses that included demographic information and 561 responses that address funding and spending.

Purpose

The game's intent was to help the public learn some of the tradeoffs and challenges associated with achieving the regional transportation vision, and also helped the project team to gain valuable feedback from participants. The Game was a unique way to engage the public on Spokane's transportation future.

Results

A summary of findings from the four topic areas - demographic data, transportation projects, budget data and indicator data - is compiled below. Detailed information and tables on game results can be found in the appendix.

- There was some variance between the online demographics and the 2009 American Community Survey provided by the U.S. Census Bureau. Game participants had a greater percentage of those with a higher education as well as households with children than that of the 2009 community Survey.
- Game participants are more likely to be employed in the City of Spokane than other areas of Spokane County; Youth were not well represented nor accounted for in the online game.
- The projects that rated among the highest priority for funding were system preservation and maintenance, improving the City of Spokane's connections, enhancements and additions to alternative transportations such as transit, pedestrian and bicycle connections and trails and focus on freight and goods movement infrastructure.
- Participants demonstrated the least interest in prioritizing funding for projects serving rural populations.
- The game results also showed most players desired a low increase for all the funding sources with the exception of high increases to the local gas tax and residential impact fees. Participant preferred not to see an increase in sales tax or transit sales tax
- The transportation projects and preferred funding levels chosen by participants best addressed performance indicators aimed at pedestrians and bicyclists.
- Overall the game identified that many among the community would like to see the maintenance and preservation of the existing transportation system with growth in pedestrian and bicycle connectivity and accessibility.

Phone Survey

Method

Moore Information was hired to conduct a statistically valid telephone survey near the end of the visioning process. The survey was administered from March 3 to March 6 of 2011 and included a statistically representative sample of adult residents in Spokane County. Participants were asked various questions developed to test the draft vision, major recommendations and aspects of the online game that informed the draft implementation strategy. The sample was generated via Random Digit Dial among phone numbers in Spokane County, resulting in 353 complete surveys. The survey administrators screened participants to include only residents age 18 and older living within Spokane County. A total of 7,519 were dialed and considered active (call back appointments to take the survey were set, busy signal, voice mail, no answer, etc.). A total of 4,898 numbers were dialed, but not active residential numbers (business numbers, disconnects, etc.). A total of 133 interviews were terminated by the geography screen (don't live in Spokane County), or the age or gender quota. The survey methodology ensured a 95% confidence interval with a margin of error of +/- 5%. A complete list of the questions and resulting topline results can be found in Appendix B.

Participants

Out of the 353 participants that completed the survey 25% were between the age of 18-25, followed closely by those 65+(20%) and 45-54 (19%). 58% of those surveyed have lived in Spokane County for 20 or more years, the majority live specifically in Spokane (41%) or Spokane Valley (21%). The bulk of participants have graduated high school (32%), had some college or trade school (32%), or at least completed graduated college (42%). Again, the method of sampling and screening ensures that the demographics and geographic distribution of participants is representative of Spokane County residents.

Purpose

The survey allowed the project team to confirm the draft vision, key recommendations and results of the online game that were used in crafting the draft implementation strategy.

Results

Survey questions were asked in related to Spokane's quality of life, aspects of the draft vision statement, key recommendations in the draft final report, transportation funding levels and sources, transportation maintenance and projects, and demographics. Several of the key results are listed below (please note full results are included in Appendix B of this document and a complete report of findings will be made available under separate cover).

- The phone survey showed economics and jobs are two of the most important issues facing the County.
- Participants revealed how important it is for them to know where their taxes and fees are being allocated.
- Findings showed that people felt it was more important to focus on improving all types of existing facilities as opposed to the construction of new facilities.

- Participants confirmed their support for the key elements of the vision statements, such as implementing sustainable, efficient, effective and reliable transportation solutions will be key to retaining and attracting individual residents, families and businesses (80% agree).
- Roadway projects received more support and transit/bike/ped received less support with the statistically valid phone survey than in the online game.
- Specific transportation projects were addressed in the survey. The survey results and game results had similarities and some very distinct differences.
 - 80% of people think completing the NSC is important (very/fairly) while only 33% of game participants were willing to fund it
 - 52% of people think completing US 195 is important (very/fairly) while only 35% of the game participants were willing to fund it
 - 52% of people think completing SR 2 is important (very/fairly) while only 31% of the game participants were willing to fund it
 - 51% of people think completing Northwest Connector is important (very/fairly) while only 39% of the game participants were willing to fund it
 - 65% of people think completing Northeast Connector is important (very/fairly) while only 33% of the game participants were willing to fund it
 - Only 40% of people think completing the Fish Lake Trail is important (very/fairly) while 56% of the game participants were willing to fund it
- The idea of complete streets was generally supported in the phone survey although most participants were not familiar with the specific term “complete streets”.
- Specific to funding, survey respondents were much less willing to support new taxes/fees than game participants. The only funding tool that was supported by a majority of survey respondents was a local option sales tax for roads and streets.

II. NEXT STEPS

Based upon the results of the visioning process, the consultant team is working with SRTC staff and the VPT to refine a Unified Regional Transportation Vision and Implementation Strategy. The regional vision will continue to be refined and will be tested by key partners to ensure it provides clear guidance for the future. These efforts will result in a revised and fully formatted Draft Unified Vision and Implementation Strategy Report for review by the broader community and eventually, the SRTC Board.

APPENDIX A – A THOUSAND VISIONS

The following is a detailed summary of data collected from the A Thousand Visions game. A test version of the game was played during the second community workshop and helped to define and refine what would become the online version of the game.

A Thousand Visions – Community Workshop

The following are the key findings formed from the feedback provided by participants at the Community Visioning Game Workshop. This information was used to help refine the online game by focusing on four elements; identifying funding levels and sources, potential transportation projects, performance indicators and game design. Below is a summary these elements:

Funding

- Regardless of group funding level, results of the game indicated that participant groups funded projects at a relatively conservative level. This is evidenced by many groups having a substantial budget remaining after they selected projects and completed the game.
- The majority of groups had a medium funding level. Of the 13 groups, nine were medium, two were low, and only one group had a high funding level.
- During the course of the game, groups were also allowed to go back and revise their funding levels. At the game's end, only one group had a budget deficit, while all other groups had several million to several billion dollars remaining. Interestingly, the only group with a high funding level was also the only group with a transportation budget deficit.

Potential Projects

The list of projects presented to participants are both regional and project specific in nature, reflecting the diversity of ideas generated from focus group meetings, roundtables, VPT meetings and the first community workshop.

- Almost all projects received some level of support and the exercise proved to be thought provoking as groups were tasked with narrowing their selections based on available budget.
- Groups were also allowed to allocate funding to new roadways, bike and pedestrian trails and/or transit routes that weren't already offered through listed projects. Only four groups allocated funding for these specific projects types. Of these, most of the funding went to new bike and pedestrian trails.
- According to workshop group feedback, projects that promote bike connectivity in the region received the most funding. Specific projects such as the completion of the Centennial Trail and Fish Lake Trail were of the most popular (the Centennial Trail was the only project selected by every group).
- Groups gave specific projects such the Northwest Connector and I-90 less priority (Figure 2).
- For projects with different funding level options, recreation trails received the most amount of funding overall.

- Urban projects, such as the Central City Line, urban sidewalk infill, and streetscape and crosswalk enhancements received a priority from many groups.
- Projects that strengthen connectivity (north-south connectivity and east-west connectivity) both received low levels of funding.
- Rural related projects such as rural mobility enhancements and urban rural connectivity also received lower funding (Figure 3).

Figure 2 shows projects that were either funded or not funded by the percentage of groups that elected to fund these projects. Figure 3 shows how groups prioritized projects with a high, medium, low or no funding option.

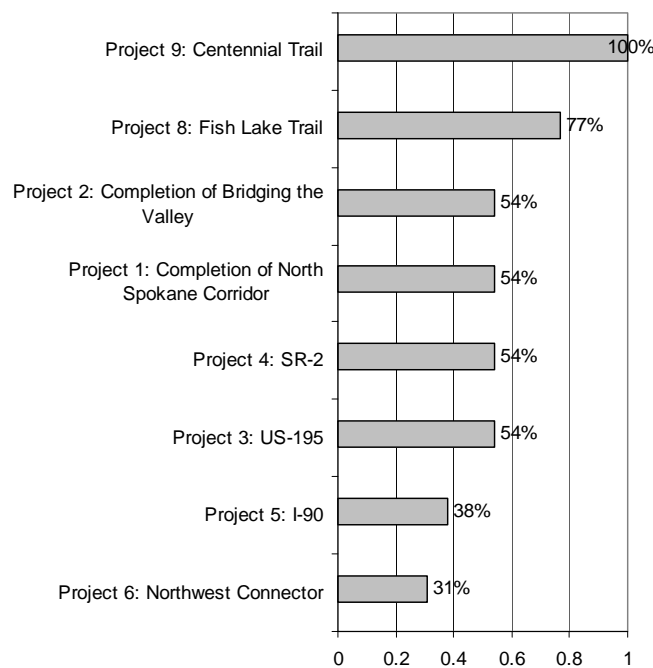
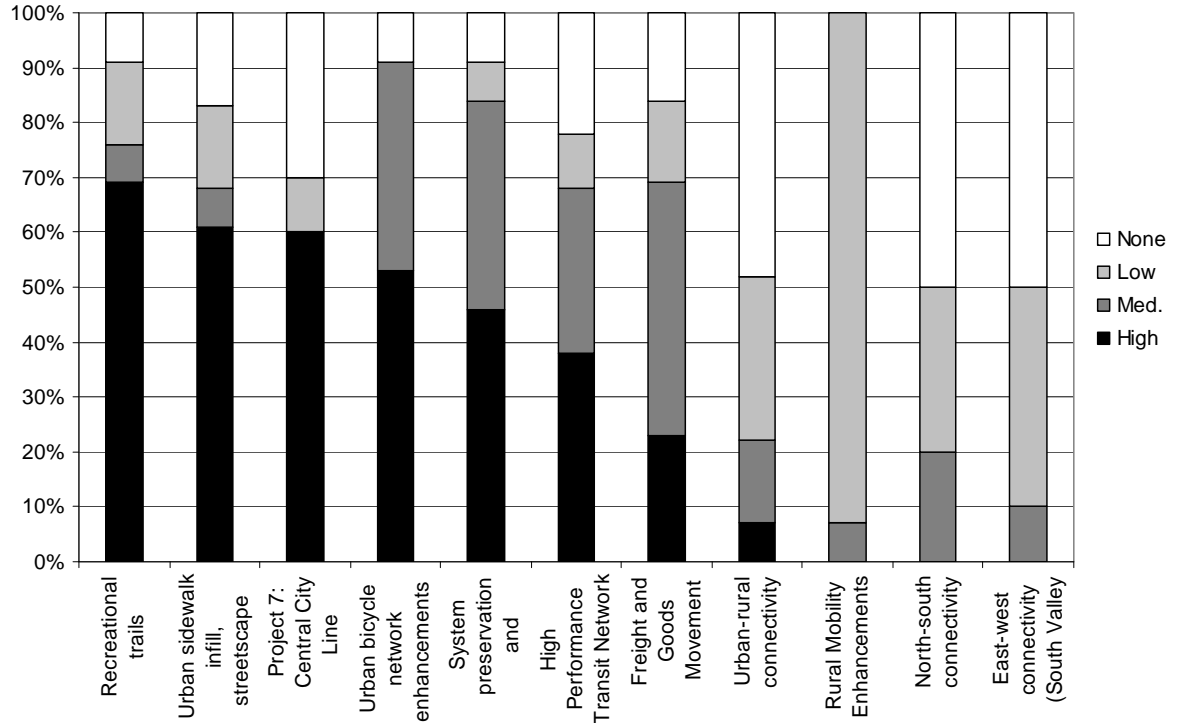


Figure 2: Prioritization of "Fund/Not Fund" Projects by Percent of Groups Selecting "Fund"

Figure 3: Prioritization of Projects with High, Medium, Low or No Funding Options, by Funding Level



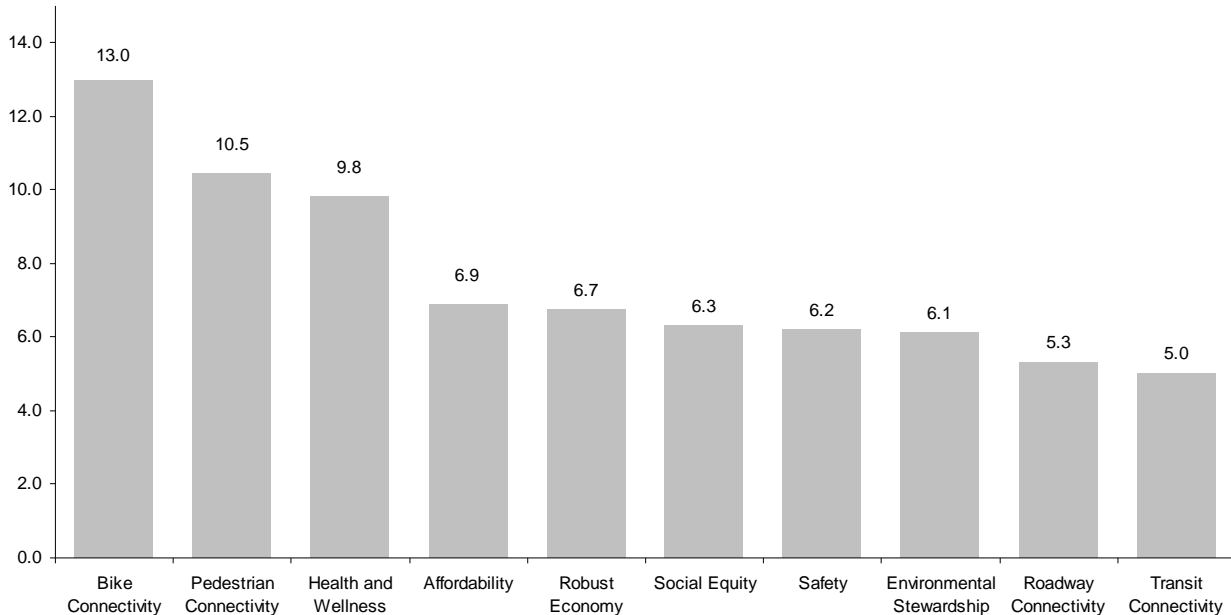
Performance Indicators

Projects were also tied to Performance Indicators. The project indicators helped to gauge how projects affect specific regional values voiced by the community that are important to overall quality of life. The project team assigned points to individual projects on how they supported each value.

- Projects with a strong relation to improving bike and pedestrian connectivity and health and wellness received a higher source of funding from workshop groups.
- Projects that support transit and roadway connectivity received lower funding.
- Projects that contribute towards affordability, a robust economy, social equity, safety and environmental stewardship all ranked at a similar level, indicating an average allocation of funding.

Figure 4 shows how groups' funding choices measured against the ten Performance Indicators, displayed in order of popularity.

Figure 4: Groups' funding choices measured against the ten Performance Indicators



Game Design

- Many participants liked the interactive game format and appreciated being part of the decision process as compared to a presentation that only explained potential projects.
- Feedback indicated that many participants were surprised by the costs of projects and operation and maintenance costs over the lifespan of a project.
- Some participants felt the game could be improved by clarifying funding assumptions and projects. This was especially the case with defining funding impacts on tax payers, businesses and developers.
- Some participants also wanted the performance indicators applied to current transportation funding and clarification on the source of local transit-specific funding.

A Thousand Visions – Online Results

Below is a detailed summary of data collected from the *A Thousand Visions* online game included (in order of appearance) budget information, transportation project ideas, demographic information and project performance indicators. Participants were required to complete the game in a single online session which caused a considerable number of players to quit before answering the demographic questions towards the end of the game. For this and other reasons, the results presented below should be used as just one element of the larger input process. Respondents were not randomly sampled and the results, while informative, should not be interpreted as statistically

valid. A summary of findings from the four topic areas - demographic data, transportation projects, budget data and indicator data - is compiled below:

Demographic Data

Demographic data was collected to gauge how representative the participant group was compared to the Spokane region's overall population. Age, sex, city of residence, employment location, and mode choice are questions that help to determine general needs for transportation projects of all varieties. The collected data reveal the following:

- The average age of game participants is 40 years old;
- Participants were 61% male, 39% female;
- The majority of participants reside in the City of Spokane (57%). Others reside in Spokane Valley (15%), Deer Park (3%), and Cheney (3%). The remaining 22% are distributed across nine other municipal or unincorporated areas in Spokane County;
- The majority of game participants are employed full-time (72%). Other participants are students (13%), employed part-time (8%), unemployed (3.5%) or retired (3%);
- Employment location of participants includes the City of Spokane (70%), Spokane Valley (12%), Airway Heights (2%), Cheney (2%) and Liberty Lake (2%). The remaining 12% work in eight other municipal or unincorporated areas in Spokane County;
- 73% of participants own their homes, 27% are renters;
- The average number of children under age 18 in the households of game participants is less than one;
- Educational attainment among game participants is high: 78% have at least an associate's degree, and 33% of participants have a graduate or professional degree; and
- The majority of game participants use a personal vehicle for their transportation needs (62%). Other popular responses were carpools (27%), bus (28%), bike (27%) and walking (17%). Note that participants were able to choose multiple modes of transportation.

Table 2 compares collected demographic data from the A Thousand Visions online game with demographic data from the 2009 American Community Survey (ACS) provided by the U.S. Census Bureau.

Table 2: Demographics

Comparison of Demographic Data in Spokane County				
Data Category		Thousand Visions Game Results	American Community Survey (2009)	difference
Average Age		40	37	3 years
Sex	Male	61%	49%	12%
	Female	39%	51%	-12%
Residency	City of Spokane	57%	43%	14%
	Spokane Valley	15%	19%	-4%
	Other	28%	38%	-10%
Tenure	Own	73%	65%	8%
	Rent	27%	35%	-8%
Educational Attainment	Grad or prof. degree	33%	10%	23%
	Bachelor's degree	35%	18%	17%
	Associate's degree	10%	11%	-1%
	Some college	13%	28%	-15%
	H.S. diploma	4%	26%	-22%
	< H.S. diploma	5%	7%	-2%
Households with Children Under 18		46%	32%	14%
Average Number of Children Under 18 in Households		0.88	0.67	0.21

Funding

Game participants were asked to consider a variety of funding sources for Spokane County's transportation projects.

- Local vehicle registration fees (73%), property tax special levy (69%), local gas tax (68%) and residential impact fees (68%) had the greatest support among game participants;
- The local gas tax and residential impact fees were identified as the funding sources most preferred for the highest increases to pay for transportation projects (27%);
- Funding sources that received the highest percentage of "no increase" responses were sales tax and a sales tax for transit (both 45%). Yet both options received a majority percentage of at least some level of support.

Table 3 shows the amount of revenue generated for each funding source and its level of funding. Table 4 summarizes participants' preference for funding sources beyond baseline (existing) funding sources.

Table 4: Generated revenue by funding level and source

FUNDING SOURCE	Generated Revenue			
	NO INCREASE	LOW	MEDIUM	HIGH
Property Tax Special Levy	\$0	\$170,525,000	\$341,050,000	\$511,575,000
Sales Tax	\$0	\$95,622,000	\$191,243,000	\$286,865,000
Sales Tax for Transit	\$0	\$594,831,000	\$1,203,494,000	\$1,659,992,000
Residential Impact Fee	\$0	\$17,356,000	\$30,373,000	\$43,389,000
Commercial Impact Fee	\$0	\$12,708,000	\$95,307,000	\$190,615,000
Local Vehicle Registration Fees	\$0	\$191,045,000	\$429,852,000	\$955,227,000
Local Gas Tax	\$0	\$46,237,000	\$92,474,000	\$184,947,000
TOTAL	\$0	\$1,128,324,000	\$2,383,793,000	\$3,832,610,000

Table 4: Funding level results

FUNDING SOURCE	At what level should additional funding sources be used to pay for transportation projects?				Average preferred revenue (in millions)
	NO INCREASE	LOW	MEDIUM	HIGH	
Property Tax Special Levy	31%	31%	23%	15%	208.1
Sales Tax	45%	25%	14%	16%	96.3
Sales Tax for Transit	45%	27%	14%	14%	427.7
Residential Impact Fee	32%	26%	18%	24%	20.4
Commercial Impact Fee	36%	28%	18%	18%	54.9
Local Vehicle Registration Fees	27%	34%	21%	18%	329.4
Local Gas Tax	32%	27%	14%	27%	75.2

Transportation Projects

For each project, participants were asked to rate the priority of the project on a high to low scale or indicate whether the project should/should not be funded at all.

- Participants strongly indicate that the Centennial Trail project should be funded (67% affirmative);
- Participants expressed less support for the US-904 (27% affirmative), SR-2 (31% affirmative), Completion of the North Spokane Corridor (33% affirmative), US-195 (35% affirmative) and Northeast Connector (33% affirmative) projects;
- Projects determined to be high funding priorities include the South Valley Corridor (51%), Central City Line (48%), Urban Sidewalk Infill, Streetscape and Crosswalk Improvements (43%), Urban Bicycle Network Enhancements (43%) and Trails (41%);
- Projects also determined a low priority by the greatest percentage of respondents include Rural Mobility Enhancement, East-West Connectivity and Completion of Bridging the Valley; 62% or more of respondents determined these projects should not be funded;

- While 54% of respondents supported funding the High Performance Transit Network, 70% of respondents supported funding the Central City Line and 79% of people supported funding the South Valley Corridor;
- Overall, projects with lower average costs tended to be funded more frequently by game participants; and
- Participants allocated the most new miles to bike-pedestrian projects.

Table 5 shows the cost associated with each project dependent on the funding level. Table 6 summarizes participant responses to a list of transportation projects in the Spokane County area. The average project cost determined by game participants is also provided.

Table 5: Transportation Project Costs

PROJECT NAME	SPENDING LEVEL	TOTAL CAPITAL COST	LOCAL CONTRIBUTION		
			One-Time Capital Cost*	Average O&M Over 10 Year Span	TOTAL
System preservation and maintenance	High	n/a	n/a	\$ 423,000,000	\$ 423,000,000
	Medium	n/a	n/a	\$ 243,000,000	\$ 243,000,000
Completion of North Spokane Corridor	n/a	\$ 2,100,000,000	\$ 525,000,000	\$ 990,000	\$ 525,990,000
Completion of Bridging the Valley	High	\$ 441,000,000	\$ 110,250,000	\$ 495,000	\$ 110,745,000
	Low	\$ 213,000,000	\$ 53,250,000	\$ 495,000	\$ 53,745,000
US-195	n/a	\$ 117,000,000	\$ 29,250,000	\$ 450,000	\$ 29,700,000
SR-904	n/a	\$ 22,300,000	\$ 5,575,000	\$ 90,000	\$ 5,665,000
SR-2	n/a	\$ 75,000,000	\$ 18,750,000	\$ 750,000	\$ 19,500,000
I-90	n/a	\$ 210,000,000	\$ 52,500,000	\$ 1,620,000	\$ 54,120,000
Northwest Connector	n/a	\$ 50,000,000	\$ 12,500,000	\$ 2,500,000	\$ 15,000,000
Northeast Connector	n/a	\$ 70,000,000	\$ 17,500,000	\$ 850,000	\$ 18,350,000
Central City Line	High	\$ 107,500,000	\$ 26,875,000	\$ 24,710,400	\$ 51,585,400
	Low	\$ 20,500,000	\$ 5,125,000	\$ 16,473,600	\$ 21,598,600
South Valley Corridor	High	\$ 693,000,000	\$ 173,250,000	\$ 65,145,600	\$ 238,395,600
	Low	\$ 126,900,000	\$ 31,725,000	\$ 43,430,400	\$ 75,155,400
Division Corridor	n/a	\$ 54,000,000	\$ 13,500,000	\$ 18,969,600	\$ 32,469,600
Fish Lake Trail	n/a	\$ 7,600,000	\$ 1,900,000	\$ 340,000	\$ 2,240,000
Centennial Trail	n/a	\$ 3,800,000	\$ 950,000	\$ 380,000	\$ 1,330,000
East-west connectivity	High	\$ 450,000,000	\$ 112,500,000	\$ 3,375,000	\$ 115,875,000
	Low	\$ 320,000,000	\$ 80,000,000	\$ 2,400,000	\$ 82,400,000
North-south connectivity	High	\$ 330,000,000	\$ 82,500,000	\$ 2,475,000	\$ 84,975,000
	Low	\$ 110,000,000	\$ 27,500,000	\$ 825,000	\$ 28,325,000
Freight and Goods Movement Infrastructure	High	\$ 45,000,000	\$ 11,250,000	\$ -	\$ 11,250,000
	Medium	\$ 35,000,000	\$ 8,750,000	\$ -	\$ 8,750,000
	Low	\$ 25,000,000	\$ 6,250,000	\$ -	\$ 6,250,000
High Performance Transit Network	High	\$ 2,892,500,000	\$ 723,125,000	\$ 619,132,800	\$ 1,342,257,800
	Medium	\$ 1,325,600,000	\$ 331,400,000	\$ 501,696,000	\$ 833,096,000
	Low	\$ 501,700,000	\$ 125,425,000	\$ 319,987,200	\$ 445,412,200
Rural Mobility Enhancements	High	n/a	n/a	\$ 990,000,000	\$ 990,000,000
	Medium	n/a	n/a	\$ 330,000,000	\$ 330,000,000
	Low	n/a	n/a	\$ 110,000,000	\$ 110,000,000
Urban-rural connectivity	High	\$ 400,000,000	\$ 100,000,000	\$ 20,000,000	\$ 120,000,000
	Medium	\$ 200,000,000	\$ 50,000,000	\$ 10,000,000	\$ 60,000,000
	Low	\$ 100,000,000	\$ 25,000,000	\$ 5,000,000	\$ 30,000,000
Trails	High	\$ 7,500,000	\$ 1,875,000	\$ 375,000	\$ 2,250,000
	Medium	\$ 5,000,000	\$ 1,250,000	\$ 250,000	\$ 1,500,000
	Low	\$ 2,500,000	\$ 625,000	\$ 125,000	\$ 750,000
Urban bicycle network enhancements	High	\$ 66,000,000	\$ 16,500,000	\$ -	\$ 16,500,000
	Medium	\$ 44,000,000	\$ 11,000,000	\$ -	\$ 11,000,000
	Low	\$ 22,000,000	\$ 5,500,000	\$ -	\$ 5,500,000
Urban sidewalk infill, streetscape and crosswalk improvements	High	\$ 95,040,000	\$ 23,760,000	\$ -	\$ 23,760,000
	Medium	\$ 63,360,000	\$ 15,840,000	\$ -	\$ 15,840,000
	Low	\$ 31,680,000	\$ 7,920,000	\$ -	\$ 7,920,000
New Roadway	User Driven	\$ 4,000,000	\$ 1,000,000	\$ 440,000	\$ 1,440,000
New Bike/Ped Trail	User Driven	\$ 160,000	\$ 40,000	\$ 16,000	\$ 56,000
New Transit Route	User Driven	\$ 7,000,000	\$ 1,750,000	\$ 7,480,000	\$ 9,230,000

* All capital cost estimates assume a 25% local contribution and 75% non-local contribution.

Table 6: Transportation project results summary

PROJECT NAME	Should project be funded?		What is the preferred funding level?				Average Cost (millions)
	NO	YES	None	Low	Medium	High	
Completion of North Spokane Corridor	67%	33%	na	na	na	na	\$174.0
US-195	65%	35%	na	na	na	na	\$10.4
US-904	73%	27%	na	na	na	na	\$1.5
SR-2	69%	31%	na	na	na	na	\$6.0
I-90	63%	37%	na	na	na	na	\$19.7
Northwest Connector	61%	39%	na	na	na	na	\$5.8
Northeast Connector	67%	33%	na	na	na	na	\$6.0
Division Corridor	43%	57%	na	na	na	na	\$18.3
Fish Lake Trail	44%	56%	na	na	na	na	\$1.2
Centennial Trail	33%	67%	na	na	na	na	\$0.8
System Preservation and Maintenance	0%	100%	na	na	85%	15%	\$285.0
Completion of Bridging the Valley	62%	38%	62%	24%	na	14%	\$28.4
Central City Line	30%	70%	30%	22%	na	48%	\$29.4
South Valley Corridor	21%	79%	21%	28%	na	51%	\$70.9
East-West Connectivity	67%	33%	67%	20%	na	13%	\$31.3
North-South Connectivity	53%	47%	53%	26%	na	21%	\$25.5
Freight & Goods Movement Infrastructure	43%	57%	43%	9%	13%	35%	\$5.7
High Performance Transit Network	46%	54%	46%	23%	15%	16%	\$447.5
Rural Mobility Enhancement	68%	32%	68%	19%	9%	4%	\$86.9
Urban Rural Connectivity	64%	36%	64%	17%	12%	7%	\$20.3
Trails	33%	67%	33%	14%	12%	41%	\$1.2
Urban Bicycle Network Enhancements	30%	70%	30%	12%	15%	43%	\$9.4
Urban Sidewalk Infill, Streetscape and Crosswalk Improvements	30%	70%	30%	12%	15%	43%	\$13.6

Table 7: Project Types by Miles

PROJECT TYPE	Average miles	Average Cost (millions)
New Roadways	12	17.2
New Bike-Ped Trail	138	7.7
New Transit Route	8.4	77.8

Indicator Data

The project team assigned performance indicator scores for each project at any given funding level. These performance indicators were based on a survey of community values compiled during the community workshop. Game participants chose their preferred transportation projects and funding levels, and were provided an automated score for how their choices addressed issues such as bike connectivity, affordability, etc. The indicator data is on a 1-10 scale, with 1 being lowest and 10 being highest.

- The projects and funding levels selected by game participants best addressed indicators for bike connectivity (5.57/10), pedestrian connectivity (5.31/10) and health and wellness active transportation (5.16/10).
- The indicators least addressed by participant based upon chosen projects and funding levels were travel time reliability (3.78/10), robust economy – positive impact on key sectors (3.95/10) and roadway connectivity (3.93/10).
- Individual participants had performance indicators scores ranging from 0 to 10 for all eleven indicators.

Table 8 is a summary of eleven performance indicators for all participant-selected projects and funding levels is provided below.

Table 8: Indicator Data

INDICATOR	Rating (scale of 1-10)
Transit Connectivity	4.94
Bike Connectivity	5.57
Pedestrian Connectivity	5.31
Roadway Connectivity	3.93
Environmental Stewardship Emissions	4.01
Health and Wellness Active Transportation	5.16
Safety Improvements at High Collision Locations	4.06
Affordability	4.58
Social Equity Connecting Low Income Households and Jobs	4.22
Robust Economy Positive Impact on Key Sectors	3.95
Travel Time Reliability	3.78

APPENDIX B – PHONE SURVEY

The following is a preliminary summary of results from the statistically valid telephone survey administered to 353 residents of Spokane County. The purpose of the phone survey was to confirm elements of the draft vision, key recommendations included in the Unified Regional Transportation Vision and Implementation Strategy and to test elements of the online game results used in preparing the implementation strategy.



MOORE INFORMATION

OPINION RESEARCH • STRATEGIC ANALYSIS

SPOKANE COUNTY RESIDENTS (N=353) **March 3-6, 2011**

Hello, this is (FIRST AND LAST NAME). We are conducting a survey regarding community opinions and would like to include your views in our study. I assure you we are only seeking opinions and there will be no attempt to sell you anything or solicit a donation.

May I please speak to a member of the house who is age 18 or older?

First, do you live within Spokane County, or not?

1. yes CONTINUE
2. no/don't know THANK AND TERMINATE

1. Next, in general, do you believe things in Spokane County are headed in the right direction, or would you say things have pretty much gotten off on the wrong track?

right direction	45%
don't know	14%
wrong track	41%

2. Next, what do you believe is the most important issue facing Spokane County today? (RECORD RESPONSE VERBATIM, ACCEPT ONE RESPONSE)

Unemployment/jobs	23%
Bad roads	10%
Budget	9%
Economy	7%
Taxes	6%
Crime	6%
Local government/politics	5%
Local law enforcement	5%
Education/school system	5%
Finances	3%
Public transportation	2%
Poverty/homeless	2%
Urban growth/overpopulation	2%
Social problems	1%
Health care	1%
Safety	1%
Environmental issues	1%
Public services	1%
Jail system	1%
Housing	1%
Extreme weather conditions	*
Animal control	*
Rising gas prices	*
Nothing/none	1%
Don't know	8%

*Less than one-half of one percent

3. And in your opinion, what is the most important transportation issue facing Spokane County today? (RECORD RESPONSE VERBATIM, ACCEPT ONE RESPONSE)

Condition of the roads	30%
More routes	9%
Gasoline prices	7%
Bus services	7%
Poor public transportation	5%
Pot holes	5%
Traffic	3%
Completion of the freeway	3%
Mass transit	2%
Funding cutbacks	2%
Availability	2%
Price	2%
Rail system	1%
STA needs improvements	1%
Not enough options	1%
People aren't using it	1%
Community involvement	1%
Safety	1%
Reliability	1%
Ready for extreme weather	*
Parking	*
Personal reasons	*
Senior transit	*
Using fossil fuels	*
Business development	*
Employment	*
Poverty/homeless	*
Nothing/none	4%
Don't know	10%

*Less than one-half of one percent

4. How would you rate the transportation system in Spokane County today, by that I mean roads, highways, bikeways, sidewalks, trails, public transit, rail, aviation and freight routes? (READ 1-5, 5-1)
- | | |
|--------------------------------------|------------|
| excellent | 1% |
| above average | 12% |
| Total excellent/above average | 13% |
| average | 46% |
| Total below average/poor | 41% |
| below average | 28% |
| poor | 13% |
5. Next, in general, how willing are you to pay higher fees or taxes in order to fund transportation improvement projects in Spokane County? (READ 1-4, 4-1)
- | | |
|--|------------|
| very willing | 15% |
| fairly willing | 38% |
| Total very/fairly willing | 53% |
| Total not very willing/not willing at all | 45% |
| not very willing | 22% |
| not willing at all | 22% |
| don't know/depends | 2% |
6. And how willing would you be to pay higher fees or taxes in order to fund transportation improvement projects in Spokane County, if you knew that 97 percent of the funds collected in Spokane County were spent on transportation projects in Spokane County? (READ 1-4, 4-1)
- | | |
|--|------------|
| very willing | 27% |
| fairly willing | 44% |
| Total very/fairly willing | 71% |
| Total not very willing/not willing at all | 26% |
| not very willing | 12% |
| not willing at all | 14% |
| don't know/depends | 3% |

INTRO Q7-14

Now I'm going to read you a list of transportation-related projects. Please tell me how important it is to you personally to provide funding for each of the following, very important, fairly important, not very important, or not important at all.

Scale

1. very important
2. fairly important
3. not very important
4. not important at all
5. (DON'T READ) don't know

ROTATE Q7-14

7.	Improvements to current regional roadways	
	very important	56%
	fairly important	31%
	Total very/fairly important	87%
	Total not very important/not important at all	13%
	not very important	10%
	not important at all	3%
	don't know	*
8.	Construction of new regional roadways	
	very important	25%
	fairly important	34%
	Total very/fairly important	59%
	Total not very important/not important at all	40%
	not very important	30%
	not important at all	10%
	don't know	1%
9.	Improvements to current public transit services	
	very important	36%
	fairly important	32%
	Total very/fairly important	68%
	Total not very important/not important at all	31%
	not very important	22%
	not important at all	9%
	don't know	2%
10.	Construction of new public transit facilities and services	
	very important	25%
	fairly important	30%
	Total very/fairly important	55%
	Total not very important/not important at all	43%
	not very important	28%
	not important at all	15%
	don't know	1%
11.	Improvements to current pedestrian and bike paths	
	very important	32%
	fairly important	31%
	Total very/fairly important	62%
	Total not very important/not important at all	37%
	not very important	25%
	not important at all	12%
	don't know	1%

*Less than one-half of one percent

- | | | |
|-----|--|------------|
| 12. | Construction of new pedestrian and bike paths | |
| | very important | 29% |
| | fairly important | 28% |
| | Total very/fairly important | 57% |
| | Total not very important/not important at all | 42% |
| | not very important | 29% |
| | not important at all | 13% |
| | don't know | 1% |
| 13. | Improvements to current freight and goods movement facilities | |
| | very important | 16% |
| | fairly important | 36% |
| | Total very/fairly important | 52% |
| | Total not very important/not important at all | 40% |
| | not very important | 30% |
| | not important at all | 10% |
| | don't know | 8% |
| 14. | Construction of new freight and goods movement infrastructure and facilities | |
| | very important | 15% |
| | fairly important | 32% |
| | Total very/fairly important | 47% |
| | Total not very important/not important at all | 47% |
| | not very important | 36% |
| | not important at all | 11% |
| | don't know | 6% |

INTRO Q15-18

Now here are some statements about transportation in the Spokane region. Please tell me if you strongly agree, somewhat agree, somewhat disagree or strongly disagree with each.

Scale

1. strongly agree
2. somewhat agree
3. somewhat disagree
4. strongly disagree
5. (DON'T READ) don't know

ROTATE Q15-18

15. Transportation investments will help the Spokane region maintain its appeal as a livable community.

strongly agree	43%
somewhat agree	43%
Total agree	86%
Total disagree	13%
somewhat disagree	9%
strongly disagree	4%
don't know	1%

16. A well-maintained regional transportation system will provide a high level of service across both urban and rural areas and will advance accessibility and reliability for all users.

strongly agree	41%
somewhat agree	47%
Total agree	88%
Total disagree	11%
somewhat disagree	6%
strongly disagree	4%
don't know	1%

17. The region's prosperity will, in part, be the result of direct and indirect investments in our transportation systems to move people, freight and facilitate commerce.

strongly agree	25%
somewhat agree	50%
Total agree	75%
Total disagree	22%
somewhat disagree	17%
strongly disagree	6%
don't know	3%

18. Implementing sustainable, efficient, effective and reliable transportation solutions will be a key to retaining and attracting individual residents, families and businesses.

strongly agree	39%
somewhat agree	41%
Total agree	80%
Total disagree	19%
somewhat disagree	12%
strongly disagree	6%
don't know	1%

Next, as you may know, currently 75 percent of regional transportation funding is spent on maintenance and 25 percent is spent on new construction.

Now, still thinking about transportation spending,
ROTATE Q19-20

19. Which one of the following best describes your view on transportation spending? (READ 1-3)

We should spend more money on maintenance of the current transportation system	50%
We should spend more money on new construction	8%
We should be spending more on both	37%
none/we should be spending less	3%
none/we should be spending equal amounts	*
don't know	2%

20. Which one of the following best describes your view on transportation spending? (READ 1-3)

We should spend more money on public transportation and alternative transportation options	32%
We should spend more money on improving and widening roads to accommodate more cars and trucks	26%
We should be spending more on both	35%
none/we should be spending less	3%
none/we should be spending equal amounts	1%
don't know	3%

INTRO Q21-34

Now I'm going to read to you some specific transportation projects. Please tell me how important it is to you personally to provide funding for each of the following, very important, fairly important, not very important, or not important at all.

Scale

1. very important
2. fairly important
3. not very important
4. not important at all
5. (DON'T READ) don't know

*Less than one-half of one percent

DO NOT ROTATE Q21

21. Constructing and operating a High Performance Transit Network that would feature high frequency, two-way, reliable service with increased hours of operation and improved passenger stations and amenities.

very important	29%
fairly important	27%
Total very/fairly important	56%
Total not very important/not important at all	43%
not very important	26%
not important at all	18%
don't know	*

ROTATE Q22-34

22. Completion of the North Spokane Corridor, a 10.5 mile-long north/south limited access facility; that connects to I-90 on the south end and connects to existing US 2 and US 395 on the north end.

very important	50%
fairly important	30%
Total very/fairly important	80%
Total not very important/not important at all	20%
not very important	13%
not important at all	7%
don't know	1%

23. Completion of Bridging the Valley, a series of road projects that will consolidate rail lines into one corridor, eliminating at-grade crossings between Spokane and Athol Idaho, to improve safety and reduce train whistle noise.

very important	24%
fairly important	22%
Total very/fairly important	46%
Total not very important/not important at all	51%
not very important	34%
not important at all	17%
don't know	3%

24. Changes to US 195 including eliminating existing at-grade intersections along a 5-mile stretch between Hatch Road and I-90 Providing interchanges at Hatch Road, Meadowlane Road and Cheney Spokane Road.

very important	22%
fairly important	30%
Total very/fairly important	52%
Total not very important/not important at all	42%
not very important	27%
not important at all	16%
don't know	5%

*Less than one-half of one percent

25. Changes to SR 904 including widening roadway to 5 lanes from Cheney to Four Lakes to accommodate future growth, enhance safety, preserve capacity and implement partial access control.
- | | |
|--|------------|
| very important | 20% |
| fairly important | 26% |
| Total very/fairly important | 47% |
| Total not very important/not important at all | 49% |
| not very important | 33% |
| not important at all | 16% |
| don't know | 5% |
26. Changes to US 2, including improving routes between the Lincoln County Line and I-90 such as adding intersection safety enhancements, signalized pedestrian crossings, addressing capacity constraints, and adding streetscape elements.
- | | |
|--|------------|
| very important | 20% |
| fairly important | 32% |
| Total very/fairly important | 52% |
| Total not very important/not important at all | 44% |
| not very important | 29% |
| not important at all | 15% |
| don't know | 5% |
27. Widening I-90 from four to six lanes from Sullivan Road interchange to Idaho State Line.
- | | |
|--|------------|
| very important | 18% |
| fairly important | 26% |
| Total very/fairly important | 44% |
| Total not very important/not important at all | 55% |
| not very important | 36% |
| not important at all | 19% |
| don't know | 1% |
28. Roadway project that includes constructing a new connection between West Plains and US 395 north of Spokane.
- | | |
|--|------------|
| very important | 20% |
| fairly important | 31% |
| Total very/fairly important | 51% |
| Total not very important/not important at all | 42% |
| not very important | 30% |
| not important at all | 12% |
| don't know | 7% |

29. Roadway project that includes widening the Bigelow Gulch Road and Forker Road corridors between Havana Street and Francis Street in the City of Spokane to Spokane Valley.
- | | |
|--|------------|
| very important | 33% |
| fairly important | 32% |
| Total very/fairly important | 65% |
| Total not very important/not important at all | 33% |
| not very important | 23% |
| not important at all | 10% |
| don't know | 2% |
30. Completing the Fish Lake Trail project, finishing a paved path in the 7-mile section from the current paved trail near Cheney Spokane Road north to Sunset Hill in the City of Spokane.
- | | |
|--|------------|
| very important | 17% |
| fairly important | 23% |
| Total very/fairly important | 40% |
| Total not very important/not important at all | 55% |
| not very important | 36% |
| not important at all | 19% |
| don't know | 5% |
31. Completing the Centennial Trail project by constructing an underpass to connect the Centennial Trail through Mission Park to Upriver Drive, which would avoid the Mission Avenue & Upriver Drive intersection and changed railroad crossing providing safety benefits, and dedicated bicycle and pedestrian facilities.
- | | |
|--|------------|
| very important | 31% |
| fairly important | 31% |
| Total very/fairly important | 62% |
| Total not very important/not important at all | 37% |
| not very important | 23% |
| not important at all | 14% |
| don't know | 1% |
32. Constructing and operating a streetcar/trolley line to connect major Central City destinations such as the downtown core, the University District, Convention Center and the Medical District that would operate in conjunction with Spokane Transit's plan for High Performance Transit in the metro area.
- | | |
|--|------------|
| very important | 27% |
| fairly important | 27% |
| Total very/fairly important | 54% |
| Total not very important/not important at all | 46% |
| not very important | 28% |
| not important at all | 18% |
| don't know | 1% |

33. Constructing and operating a High Performance Transit service which could include light rail, electric trolley bus and bus Rapid Transit service connecting downtown Spokane, Spokane Valley and Liberty Lake.

very important	28%
fairly important	27%
Total very/fairly important	55%
Total not very important/not important at all	45%
not very important	25%
not important at all	19%
don't know	1%

34. Constructing and operating an electric trolley or bus Rapid Transit line that provides High Performance Transit service along Division Street from Northpoint to downtown Spokane.

very important	27%
fairly important	28%
Total very/fairly important	55%
Total not very important/not important at all	44%
not very important	25%
not important at all	19%
don't know	1%

Changing the subject,

35. There is a concept in transportation known as "complete streets." Are you familiar with the "complete streets" concept, or not?

yes, familiar	7%
don't know	4%
no, not familiar	89%

36. As you may know, "complete streets" are designed to consider the capability of pedestrians, bicyclists, motorists and transit riders of all ages and abilities to safely navigate alongside and across the street.

Based on this, do you support or oppose the "complete streets" concept? IF SUPPORT/OPPOSE: Do you feel strongly about that?

strongly support	43%
support	25%
Total support	68%
don't know	7%
Total oppose	24%
oppose	7%
strongly oppose	17%

INTRO Q37-44

Thinking now about potential funding mechanisms for regional and local transportation projects and improvements in Spokane County, please tell me if you favor or oppose each of the following. IF FAVOR/OPPOSE: Is that strongly favor/oppose or somewhat favor/oppose?

Scale

1. strongly favor
2. somewhat favor
3. (DON'T READ) don't know
4. somewhat oppose
5. strongly oppose

ROTATE Q37-44

37. Increases to the property tax levy for transportation investments, equivalent to spending \$30 to \$90 dollars more per year/per household.

strongly favor	14%
somewhat favor	17%
Total favor	31%
don't know	2%
Total oppose	67%
somewhat oppose	23%
strongly oppose	44%

38. Implementing the local option sales tax for roads and streets, equivalent to spending \$7 to \$20 dollars more per year/per household.

strongly favor	22%
somewhat favor	34%
Total favor	55%
don't know	2%
Total oppose	42%
somewhat oppose	16%
strongly oppose	27%

39. Increasing the sales tax for transit, equivalent to spending \$10 to \$30 dollars more per year/per household.

strongly favor	17%
somewhat favor	22%
Total favor	39%
don't know	3%
Total oppose	58%
somewhat oppose	23%
strongly oppose	35%

40. Implementing a high capacity transit sales tax dedicated to transit routes, equivalent to spending \$33 to \$90 dollars more per year/per household.
- | | |
|---------------------|------------|
| strongly favor | 11% |
| somewhat favor | 25% |
| Total favor | 36% |
| don't know | 4% |
| Total oppose | 60% |
| somewhat oppose | 23% |
| strongly oppose | 38% |
41. Increases to residential impact fees, equivalent to adding \$800 to \$2,000 dollars to the cost of building a new home.
- | | |
|---------------------|------------|
| strongly favor | 17% |
| somewhat favor | 20% |
| Total favor | 36% |
| don't know | 4% |
| Total oppose | 60% |
| somewhat oppose | 17% |
| strongly oppose | 42% |
42. Increases to commercial impact fees, equivalent to adding \$20,000 to \$300,000 dollars to the cost of developing a new business-related development.
- | | |
|---------------------|------------|
| strongly favor | 14% |
| somewhat favor | 15% |
| Total favor | 29% |
| don't know | 5% |
| Total oppose | 66% |
| somewhat oppose | 26% |
| strongly oppose | 39% |
43. Increasing the local vehicle registration fee, equivalent to adding \$20 to \$100 dollars to the cost of registering a motor vehicle per year.
- | | |
|---------------------|------------|
| strongly favor | 12% |
| somewhat favor | 12% |
| Total favor | 24% |
| don't know | 1% |
| Total oppose | 75% |
| somewhat oppose | 16% |
| strongly oppose | 59% |

44. Implementing a local gas tax for street and road improvements, equivalent to spending \$12 to \$49 dollars more per year/per household.

strongly favor	16%
somewhat favor	15%
Total favor	31%
don't know	2%
Total oppose	68%
somewhat oppose	18%
strongly oppose	50%

INTRO Q45-52

Now here are some statements about transportation in Spokane County.
Please tell me if you are more likely or less likely to support higher fees or taxes for transportation projects after hearing about each. IF MORE/LESS LIKELY: Is that much more/less likely or somewhat more/less likely?

Scale

1. much more likely
2. somewhat more likely
3. (DON'T READ) don't know
4. somewhat less likely
5. much less likely

ROTATE Q45-52

45. A region's transportation system can improve the regional economy by creating jobs related to design, construction and maintenance of the transportation system itself, as well as helping attract businesses to the region.

much more likely	32%
somewhat more likely	34%
Total more likely	66%
don't know	2%
Total less likely	32%
somewhat less likely	18%
much less likely	14%

46. Currently, the Spokane region does not have a port district that specializes in freight, goods and container movement via rail or air, meaning that most of the cargo coming in or out of our region arrives via truck.

much more likely	21%
somewhat more likely	29%
Total more likely	50%
don't know	6%
Total less likely	45%
somewhat less likely	25%
much less likely	20%

47. Through appropriate re-design, streetscapes can create more vibrant downtowns and street corridors that encourage business development and promote walking, biking and transit.
- | | |
|--------------------------|------------|
| much more likely | 28% |
| somewhat more likely | 30% |
| Total more likely | 58% |
| don't know | 2% |
| Total less likely | 40% |
| somewhat less likely | 22% |
| much less likely | 19% |
48. The Spokane region is under an Executive Order from the Governor to find ways to improve air quality and reduce green house gas emissions to 1990 levels by the year 2020 by funding projects designed to increase transportation choices, such as walking, biking, rideshare and transit options.
- | | |
|--------------------------|------------|
| much more likely | 32% |
| somewhat more likely | 28% |
| Total more likely | 60% |
| don't know | 2% |
| Total less likely | 38% |
| somewhat less likely | 14% |
| much less likely | 24% |
49. The existing transportation system revenue in the Spokane region cannot keep up with current maintenance, preservation and operating needs.
- | | |
|--------------------------|------------|
| much more likely | 22% |
| somewhat more likely | 33% |
| Total more likely | 55% |
| don't know | 4% |
| Total less likely | 41% |
| somewhat less likely | 23% |
| much less likely | 18% |
50. When done right, strategic public infrastructure investment can result in private sector investment that will grow the region's economy.
- | | |
|--------------------------|------------|
| much more likely | 23% |
| somewhat more likely | 40% |
| Total more likely | 63% |
| don't know | 4% |
| Total less likely | 34% |
| somewhat less likely | 18% |
| much less likely | 15% |

51. Safe, reliable and convenient public transportation is an important asset for our region.

much more likely	36%
somewhat more likely	34%
Total more likely	70%
don't know	2%
Total less likely	28%
somewhat less likely	14%
much less likely	14%

52. Existing dedicated transportation funding sources in our region are being stretched thin, largely due to a backlog of needed rehabilitation to the existing transportation system and construction projects needed to meet future demands.

much more likely	19%
somewhat more likely	34%
Total more likely	53%
don't know	4%
Total less likely	43%
somewhat less likely	26%
much less likely	18%

Now a few questions for statistical purposes.

53. What is your approximate age, please?

18-34	25%
35-44	15%
45-54	19%
55-59	10%
60-64	10%
65+	20%
NA	1%

54. Are you registered to vote in Spokane County?

yes	89%
don't know	2%
no	9%

55. IF RESPONSE 1 (YES) IN Q54: When it comes to politics, which of the following best describes how you usually vote? (READ 1-2, 4-5, 5-4, 2-1)
- | | |
|---------------------------------------|------------|
| mostly or only for Republicans | 19% |
| a few more Republicans than Democrats | 19% |
| Total Republicans | 38% |
| Independent/the person | 15% |
| Total Democrats | 39% |
| a few more Democrats than Republicans | 16% |
| mostly or only for Democrats | 23% |
| don't know | 9% |
56. How long have you lived in Spokane County? (READ 1-4)
- | | |
|--------------------|-----|
| two years or less | 6% |
| 3-5 years | 8% |
| 6-19 years | 25% |
| 20 years or more | 58% |
| don't know/refused | 2% |
57. What is the last grade of education you completed?
- | | |
|-----------------------------------|-----|
| 0-11 (high school or less) | 4% |
| 12 (high school graduate) | 20% |
| 13-15 (some college/trade school) | 32% |
| 16 (college graduate) | 28% |
| 17+ (post-graduate education) | 14% |
| NA | 2% |
58. Next, which of the following categories includes your annual household income? (READ 1-6)
- | | |
|---------------------|-----|
| less than \$25,000 | 19% |
| \$25,000 - \$34,999 | 12% |
| \$35,000 - \$49,999 | 14% |
| \$50,000 - \$74,999 | 20% |
| \$75,000-\$99,999 | 9% |
| \$100,000 or more | 10% |
| NA | 16% |

59.	What part of Spokane County do you live in? (READ 1-14)	
	Airway Heights	2%
	Cheney	3%
	Deer Park	4%
	Latah	1%
	Liberty Lake	3%
	Medical Lake	2%
	Rockford	1%
	Spangle	*
	Spokane	41%
	Spokane Valley	21%
	Waverly	*
	unincorporated/outside of a city	6%
	someplace else	15%
	don't know/NA	2%
60.	Do you live inside or outside the Spokane City limits?	
	inside	56%
	outside	44%
61.	Gender (BY OBSERVATION)	
	male	46%
	female	54%
62.	Zip Code (FROM LIST)	

*Less than one-half of one percent