

The City of Spokane proposes to implement the following elements as part of its GTEC program. Implementation of the elements will be done in partnership with employers and property owners, transit agencies and business groups. Listed below are the following planned local services and strategies for achieving the established goals and targets

**A. Proposed Target Population**

- Employees working in CTR-affected work sites
- Employees who work for unaffected work sites, including retail, office, manufacturing and service sectors
- Residential populations in multi-family buildings

**B. Proposed Strategies for Achieving Goals**

To achieve the goals of the GTEC program, the City has developed a set of strategies that will help the City of Spokane make progress towards its six-year planning target. The strategies are a combination of policies, regulations, services, facilities, marketing and incentive programs. The policies, projects and regulations are consistent with the Spokane Comprehensive Plan, Spokane Downtown Plan, and University District Master Plan.

Strategy	Description
Services	<ul style="list-style-type: none"> <li>• Add TDM marketing and educational programs to unaffected employers and residents.</li> <li>• Increase the number of passengers on trolley service.</li> <li>• Encourage employers and property owners to implement parking management to reduce the number of downtown employees driving alone to work.</li> <li>• Adjust signals downtown to improve traffic flow for cars and buses.</li> <li>• Improve bus headways and levels of service in downtown.</li> <li>• Institute a University District Shuttle System, which would improve transportation options within the University District and connect it with its neighboring areas. The shuttle should provide service to each of the campuses, designated parking areas, downtown, the Sprague Area, and the Medical District with 10 to 15 minute intervals.</li> </ul>
Policies	<ul style="list-style-type: none"> <li>• Encourage mixed uses throughout Downtown; create unique and vital retail spaces to attract people to the area, and rehabilitate and reuse existing structures for office, retail, and residential uses to keep community character and history.</li> <li>• Ensure that the design guidelines for the downtown area are consistent with the University District Master Plan and the goals of the GTEC.</li> <li>• Instituting a Transportation Impact Fee.</li> </ul>
Programs	Encourage private-public-community partnerships. The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and collaboration from all sectors of the

Strategy	Description
	community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.
Capital Projects	<p>Community design projects can improve perception of safety for pedestrians in Downtown and in turn attract more pedestrian traffic into a neighborhood. These types of projects can also encourage more people to use alternative modes of transportation, which generally requires more walking through the Downtown, and revitalize a neighborhood to encourage new businesses and investors to the area. Some of the projects proposed in the Downtown Plan include construction of Public Square and other public spaces, increasing the number of street trees planted, implementing more Green Street improvements, improving skywalks, improving pedestrian connections to neighborhoods to encourage more pedestrian traffic.</p> <ul style="list-style-type: none"> <li>● Increase the number of city blocks with pedestrian friendly sidewalks and crosswalks and streetscapes, including Main Avenue, Sherman Street, Sharp Street, Hamilton Street, Pacific Avenue, Grant Street, and Sprague Avenue.</li> <li>● Provide bike lanes on arterials where there is sufficient right of way.</li> <li>● Improve the pedestrian crossing near Gonzaga University and along Division Street.</li> <li>● Install transit amenities such as bus shelters, roadway lighting, and transit trackers.</li> <li>● Add vanpools.</li> <li>● Provide adequate bicycle parking in downtown locations.</li> <li>● Increase on-street parking meters near downtown.</li> <li>● Extend the trail system near the river in conjunction with the proposed Burr Trail extension.</li> <li>● Provide way-finding signs throughout the downtown to improve traffic for pedestrians, bicyclists, and automobiles.</li> </ul>

C. Schedule for Implementing Program Strategies and Services

The City has identified the following schedule for implementing the GTEC program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
<b>Services</b>		
Add TDM marketing and educational programs to unaffected employers and residents.	City of Spokane and Spokane County	2007 - 2013
Increase the number of passengers on trolley service.	STA	2007 - 2013
Encourage employers and property owners to implement parking management to reduce the number of downtown employees driving alone to work.	City of Spokane and Spokane County	2007 - 2013
Adjust signals downtown to improve traffic flow for cars and buses.	City of Spokane	2008-2009
Improve bus headways and levels of service in downtown.	STA	2007 - 2013
Institute a University District Shuttle System, which would improve transportation options within the University District and connect it with its neighboring areas. The shuttle should provide service to each of the campuses, designated parking areas, downtown, the Sprague Area, and the Medical District with 10 to 15 minute intervals.	STA	2007 - 2013
<b>Policies</b>		
Encourage mixed uses throughout Downtown; create unique and vital retail spaces to attract people to the area, and rehabilitate and reuse existing structures for office, retail, and residential uses to keep community character and history.	City of Spokane	2007 - 2009
Ensure that the design guidelines for the downtown area are consistent with the University District Master Plan and the goals of the GTEC.	City of Spokane	2007 - 2009
Institute a Transportation Impact	City of Spokane	2007 - 2009

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IV. PROGRAM STRATEGIES

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Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Fee.		
<b>Programs</b>		
Encourage private-public-community partnerships. The challenges confronting Downtown Spokane are complex, and will require continued commitment, cooperation and collaboration from all sectors of the community. Public-private-community partnerships, such as those borne out of this planning effort, should continue to be encouraged in the implementation phase.	City of Spokane	2007 - 2013
<b>Capital Projects</b>		
Increase the number of city blocks with pedestrian friendly sidewalks and crosswalks and streetscapes, including Main Avenue, Sherman Street, Sharp Street, Hamilton Street, Pacific Avenue, Grant Street, and Sprague Avenue.	City of Spokane	2007 - 2013
Provide bike lanes on arterials where there is sufficient right of way.	City of Spokane	2007 - 2013
Improve the pedestrian crossing near Gonzaga University and along Division Street.	City of Spokane	2007 - 2013
Install transit amenities such as bus shelters, roadway lighting, and transit trackers.	STA and City of Spokane	2007 - 2013
Add vanpools	STA	2007 - 2013
Provide adequate bicycle parking in downtown locations.	City of Spokane	2007 - 2013
Increase on-street parking meters near downtown.	City of Spokane	2007 - 2013
Extend the trail system near the river in conjunction with the proposed Burr Trail extension.	City of Spokane	2007 - 2013
Provide way-finding signs throughout the downtown to improve traffic for pedestrians, bicyclists, and automobiles.	City of Spokane	2007 - 2013

**E. Proposed System for Measurement and Reporting**

To determine whether the GTEC program is making progress towards achieving its goals and targets, the City proposes to perform an evaluation of the GTEC program every two years. The program evaluation will begin in 2009 and consist of the following elements:

- Survey employees at CTR-affected and unaffected work sites to develop a representative sample.
- Survey residents at buildings that are participating in transit and ridesharing activities.
- Review transit ridership numbers for Downtown Spokane transit routes.
- Review vanpool participation rates for vans traveling to Downtown Spokane.
- Conduct interviews with ETCs at CTR-affected work sites.