

# Transportation



**Figure 4.01** - Increasing the diversity and number of viable transportation options – whether for personal, business, or recreational needs – is something Cheney residents want to accomplish over time. (Image source: Studio Cascade, Inc.)

## Introduction

Transportation is a topic with far greater implications than most people realize. Far from being simply about getting from point A to point B, considerations such as the mode and speed of travel, and the distribution, orientation and the design of streets are among those things that often have the largest physical and social impacts on a community.

This chapter contains a brief overview of the City's existing transportation conditions, identification of community needs, and a listing of the community's transportation-oriented goals and policies. Led by the plan's vision and directives, the goals, policies and programs in this chapter are provided to guide

implementation, including City resource allocation and regulatory decision-making.

This chapter introduces and presents transportation-concerns, related goals and policies. The entirety of the City's goal and policy framework, presented in Appendix B, should be considered the plan's over-arching source.

The plan's context section, included as Appendix C, provides additional detail on transportation in Cheney. As conditions and community objectives change, data in this element will provide a benchmark for future updates. All maps and data were provided by the City of Cheney, the Spokane Regional Transportation Council (SRTC), Spokane County

and the Washington State Department of Transportation (WSDOT).

## Transportation & the Growth Management Act

Washington State’s Growth Management Act (GMA) includes 14 goals, adopted to guide the formulation of comprehensive plans and development regulations. The following GMA goal provides transportation-specific guidance:

“Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

The GMA requires that comprehensive plans include a transportation element. Additionally, the 2005 Legislature added a requirement for a pedestrian and bicycle sub-element.

In accordance with the GMA, Cheney’s comprehensive plan must include the following sub-element considerations:

- Land use assumptions used in estimating transportation modeling
- An inventory of facilities and services, including needs
- Level of Service (LOS) standards, including actions for bringing locally owned transportation facilities or services into compliance
- Forecasts of traffic for at least 10 years
- Transportation Improvement Program (six year horizon), including financial plans for identified improvements
- Identification of state and local system needs to meet current and future demands
- Estimated traffic impacts to state-owned transportation facilities



**Figure 4.02** - An early public workshop included a “walking audit” led by consultants from the firm Glattig-Jackson, helping residents understand and refine transportation-related objectives for Cheney. (Image source: Studio Cascade, Inc.)

- Intergovernmental coordination efforts
- Demand management strategies.

For more information on GMA transportation requirements, including further detail regarding current facility conditions as presented in the 2017-2037 comprehensive plan, please refer to section three in Appendix C.

## Concurrency & Consistency

Concurrency is one of the key requirements of the GMA and refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs, or within a specified time period - and a financial commitment must be in place to complete the improvements or strategies within six years.

While the GMA gives special attention to concurrency for transportation, local governments have the flexibility regarding how to apply concurrency within their plans, regulations, and permit systems.

Transportation is the only area of concurrency that specifies denial of development; however, despite this, local jurisdictions must have a program to correct existing deficiencies and bring existing transportation facilities and services up to locally-adopted standards.

Concurrency in general (citywide) is addressed in the “Transportation Circulation Plan” At the project level, concurrency is initially addressed through a Trip Generation/Distribution Letter/Study to determine the number of ADT generated (according to the ITE Trip Generation Manual) and to review LOS for street capacity and intersection delay’s. If a specific development has created a failing street or intersection, we will work with the applicants traffic engineer for an appropriate concurrency mitigation per CMC 23.110.

## Land Use Assumptions

As expressed in the introduction of this chapter, transportation planning is an extremely important component in the overall planning for communities. For this reason, the GMA requires close coordination between transportation and land use objectives documented comprehensive plans.

In updating this plan, the City of Cheney, the SRTC, and the City’s transportation consultants have coordinated efforts to assess Cheney’s transportation system forecasts and LOS standards in light of the plan’s set of policies. Other transportation experts brought on to help author this plan have provided modeling guidance for this effort based on in-field assessments of Cheney’s infrastructure and land-use patterns. Examining the future land use map (Chapter

3) shows, by area, little change in existing use patterns. Instead, policies encourage growth within existing City limits, tapping infill opportunities and increased density along the 904 corridor including mixed-use. Portions of City growth that may be accommodated to the southeast carry with them policy expectations and mitigation of public safety and traffic impacts supporting GMA objectives.

**Table 4.01 - City streets by type**

Type	No. of Miles
Arterial	13.6
Residential	30
Asphalt	23.3
Gravel	3.5
Closed	0.4
Private	2.8
<b>Total</b>	<b>43.6</b>

Overall, the future land use map and growth patterns envisioned appear to be well-aligned with the City’s current six-year Transportation Improvement Program and within the intent of the GMA. For additional information on Cheney’s land use objectives, see Chapter 3 and section two of Appendix C.

## Inventory: Services

### Transportation Access

There are 43.6 miles of streets in Cheney. Today, Cheney is accessed primarily by State Route 904 (SR 904). This road is known as First Street as it enters Cheney at the city’s most northern boundary and exits the city at its southwest boundary. Cheney’s primary access points include:

- Interstate 90 (I-90) at Four Lakes, three miles north of Cheney
- I-90 at Tyler, ten miles southwest of Cheney

- I-90 at Salnave Road, five miles west of Cheney
- U.S. 195 at Cheney-Spangle Road, 12 miles south of Cheney
- U.S. 195 at Cheney-Spokane Road, 11 miles northeast of Cheney



Other county roads providing access into Cheney include Cheney-Plaza Road, which connects to Rock Lake Road southeast of the city before entering Whitman County; Mullinix Road southwest of the Union Pacific Railroad tracks as it enters the city's extreme southwestern boundary; and Betz Road bordering the northwest city boundary. Figure 4.3 provides a map of the existing transportation network. Table 4.01 presents the number of miles of roadway by type in Cheney today.

## Regional Transit & Bus Service

Cheney part of the Spokane Transit Authority public transportation benefit district with bus service throughout Cheney and to Spokane. Three STA bus routes currently serve Cheney: an all-day service linking EWU and Downtown Spokane, a peak commuter express connecting Cheney with Downtown Spokane, and a bi-directional local loop serving Cheney.

These three routes provide a combined 184 one-way trips and serve an average of over 4,200 passengers each weekday when EWU is in session. All buses are equipped with bike racks and are accessible to those with disabilities. Service is diminished when the University is not in session and on weekends.

STA operates K Street Station, a 23-stall park-and-ride facility located at K and 1st Streets in Cheney. STA currently has plans to develop an additional transit center at Exit 272 of I-90. This facility would greatly improve connectivity between Cheney and other West Plains destinations, eliminating the need to first travel to Spokane to complete a trip.

STA also provides intra-city and inter-city paratransit service for those who qualify under the Americans with Disabilities Act (ADA). This service is based in Spokane but includes Cheney within its service district. Riders who qualify for this program can make

arrangements for door-to-door transportation within the paratransit services area by telephone. EWU faculty, staff, and students ride all STA services for free by swiping their EagleCard when boarding the bus or paratransit van. This program is paid for by EWU Parking Service, the University, and ASEWU. The partnership between STA and EWU is designed to reduce additional parking lots, lower student living costs, and meet the state-mandated commute trip reduction goals for reducing employee commuter traffic.

The Cheney High Performance Transit (HPT) is targeted to be implemented in 2021. The Cheney HPT line will feature a signature vehicle, will increase frequency of service, and will provide longer hours of service and enhanced passenger amenities. The conceptual alignment would enter Cheney via SR 904/1<sup>st</sup> Avenue, continue onto 2<sup>nd</sup> Avenue, and then proceed onto Elm into the EWU campus.

## Air Transportation

Air transportation is available to Cheney residents at the nearby Spokane International Airport, which provides direct connections to a number of United States destinations. Although not very accommodating, ground service to and from the airport is available by taxi or airport shuttle from Spokane. Transit service is available; however, riders are routed through Spokane.

## Freight Rail

Two railroads, Burlington Northern-Santa Fe (BNSF) and Union Pacific (UP), operate main lines through Cheney on a northeast to southwest axis adjacent to the southeastern City boundary. Cheney is one of three cities in the State, along with Spokane and Seattle, which can claim the distinction of having two main-line railroads running side by side

through its city limits. Eastern Washington Gateway (EWG) Railroad also serves Cheney. EWG is a general carrier that serves the West Plains and the grain communities to the west of Davenport.

BNSF carries some amount of local business with the ADM Specialty Flour Mill and the Cheney Grain Growers. The BNSF line forks with one leg headed northeast to Spokane while the other crosses Cheney- Marshall Road and SR-904 and continues north. Once leaving Cheney to the south, BNSF heads southwest from Cheney to the Columbia Gorge and Puget Sound. The Union Pacific line continues west to the Tri-Cities and Portland before traveling on to other West Coast cities. On average, the two lines carry upwards of 40 trains per day through the city.

## Passenger Rail

No passenger rail service is currently available in Cheney, though service is provided by Amtrak in Spokane. In 1993, the Washington State Legislature established the goal of introducing high-speed ground transportation between Seattle and Spokane by year 2030 (RCW 47.79.020). Between November 1999 and June of 2001, the Washington State Department of Transportation (WSDOT), completed a limited feasibility study, which provided a preliminary assessment of the feasibility of Amtrak service on the Stampede Pass corridor. This was chosen for analysis because it is the only east-west rail line that currently does not have passenger rail service. This study also provided a baseline review of existing east- west corridors, including general conditions along the rail routes and potential obstacles to passenger rail expansion. The study found that Amtrak service over Stampede Pass is physically and operationally feasible. The study also identified potential station locations, and Cheney was identified as a stop along the route.

On April 27, 1999 the Cheney City Council had an opportunity to consider their support for additional passenger rail service in eastern Washington after being approach by WSDOT to gauge local support from communities that might be served. The City adopted Resolution C-656 which essentially states: "The Council of the City of Cheney believes that a study conducted by WSDOT concerning the possibility of State sponsored, Amtrak operated modern rail passenger trains running at convenient times between Seattle and Spokane on the BNSF mainline via Pasco and also the BNSF mainline via Wenatchee and with convenient rail passenger service to Cheney, would be beneficial to the people of Cheney."

## Inventory: Use Patterns

### Development Patterns

Cheney received a major impetus for town development when it was identified for a future depot of the Northern Pacific Railroad. The railroad added another key piece when it donated an eight acre site for an educational facility which is the current Eastern Washington University campus. The railroad corridor is still a major defining factor in the community's form to this day.

The railroad was extended through the community in 1880 at an almost 45 degree angle running from the northeast to the southwest. Cheney incorporated soon after in 1883 with a plat laid out in the shape of a right isosceles triangle with the longer side parallel and north of the new train route. Over time, the community expanded to the north with a varied street grid with a mix of additions.

Today, Cheney has an interesting pattern of development unusual in the west. Many streets run at a 45 degree angle from north while other streets join this original triangle

pattern in a more typical north- south grid pattern. More recent developments on the outskirts of the City have a curvilinear and cul-de-sac design. There is limited development on the southeast side of the tracks; however, future development is proposed based on Council approval of expansion of the urban growth area in 2006 that limited total units to 1,316.



**Figure 4.04** - Many newer streets in Cheney have been built well in excess of size need, suggesting future opportunities for bike lanes, on-street parking, boulevard and other improvements. (Image source: Studio Cascade, Inc.)

## Vehicular Traffic

Vehicular traffic within the city is generated primarily by three sources: Eastern Washington University, the south Cheney industrial area, and the commercial areas of the city (F&M Center, Safeway, and the central

business district). Traffic generated by Eastern Washington University primarily originates in Spokane and reaches campus by way of SR-904, Cheney-Spokane Road, Betz Road, and Washington Street. Traffic generated by the F&M Center and the Downtown Business District originates from within the city with traffic movement mostly along the major corridor of SR-904. A limited amount of traffic is generated by the commercial areas serving residential living in the surrounding rural areas. The 2016 average weekday traffic volumes on principal and minor arterials are shown in Figure C.19 located in Appendix C. For more information on the traffic volumes, classification of streets, levels of service or to view additional transportation related maps, please refer to Appendix C.

## Parking

Cheney has limited parking spaces on streets within the Central Business District and around the EWU campus. Historically limited measures have been taken by the City and EWU in an attempt to create parking turnover, particularly in the residential neighborhoods surrounding the campus and on city streets. The community would like the City to have continued discussions with EWU to solve the parking issues around campus.

EWU and Cheney have entered into an interagency agreement resulting in the installation of parking meters in selected areas that work to discourage all-day parking around the campus. EWU has also adopted a program to provide free or reduced transit fares in an effort to alleviate parking congestion in residential areas.

## Bicycle and Pedestrian Traffic

Most pedestrians and cyclists in Cheney walk and cycle for recreation and exercise, but others either rely on or elect to walk or cycle as a means for traveling to work, school, go shopping, etc.

Portions of Cheney are very hospitable for both pedestrians and bicyclists. Sidewalks are present along one or both sides of the street in most parts of the city, however, varying standards over the years have resulted in areas with little or no sidewalks as well as those areas where sidewalks are absent or in need of repair. Major pedestrian areas include the boundaries of the EWU Campus (Washington, Elm, “C”, 5th, and 7th Streets), the downtown area on 1st and 2nd Streets, the Cheney-Spokane Road commercial area, the schools - particularly along North 6th and Salnave Road, and the section of Cheney-Spangle Road between “The Grove” housing development and downtown. As many residents in The Grove are in fact students commuting a short distance to EWU, basic improvements such as a paved sidewalk along the route have aided greatly in making walking more viable.

Bicycles must share the same lanes with motor vehicles on most streets within Cheney. The City’s shared facilities have the potential to create unsafe situations, particularly on streets with high volume traffic flows and where the condition of the existing bikeway system is poor, with irregular surfaces and faded or unmarked bike lanes. Improved bike lanes generally improve the flow of both bicycle and automobile traffic, and are suitable for streets with moderate motor vehicle volume and low speed limits.

Currently, most bicycle traffic is to and from schools – both local K-12 public schools as well as EWU. Streets most frequently traveled by bicycles to school were prioritized as follows:

North 6th Street, Elm, Oakland, Salnave, 7th, Washington, and Presley. Increasingly, access to the Fish Lake trail is improving and is seen as a valuable future commuting and leisure connector to the City of Spokane.

The existing improved bikeway system and proposed future routes are shown in Figure 4.06. Criteria for choosing the type of bicycle facility design depends on the volume of bicycle traffic, physical and operational constraints and the level of public interest and funding. While the signing of secondary streets as “bike routes” demonstrates civic interest, these bikeways will not be heavily traveled unless they happen to coincide with routes of direct access. Since bicyclists rely on their own motive power, they are reluctant to go far out of their way to reach a destination, except for recreational pleasure cycling. A system of bicycle facilities which discourages cyclists from the alignments of direct access will serve little purpose. The proposed bike path shows the route best suited to Cheney.

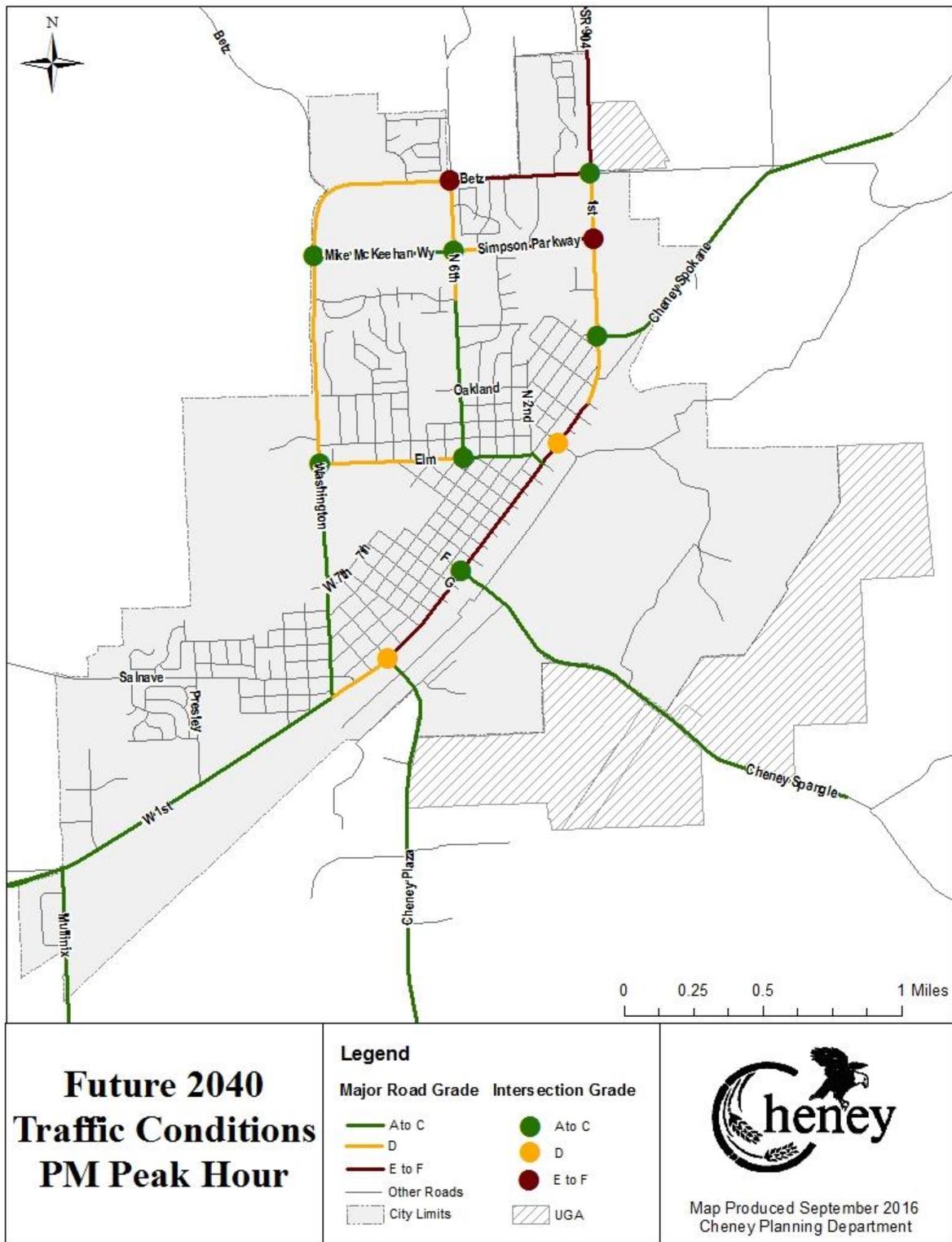
## First Street Corridor

Historically, almost all commercial development in Cheney has occurred along the First Street corridor. There are still numerous buildings and businesses within the historic downtown that have survived the continued outward commercial expansion. This historic central part of Cheney provides an approximate two block deep by approximately five block long pattern of one and two story buildings with on-street parking. There are occasional empty lots in this central downtown façade where buildings have been removed. These breaks provide additional parking or sit vacant and under-utilized.

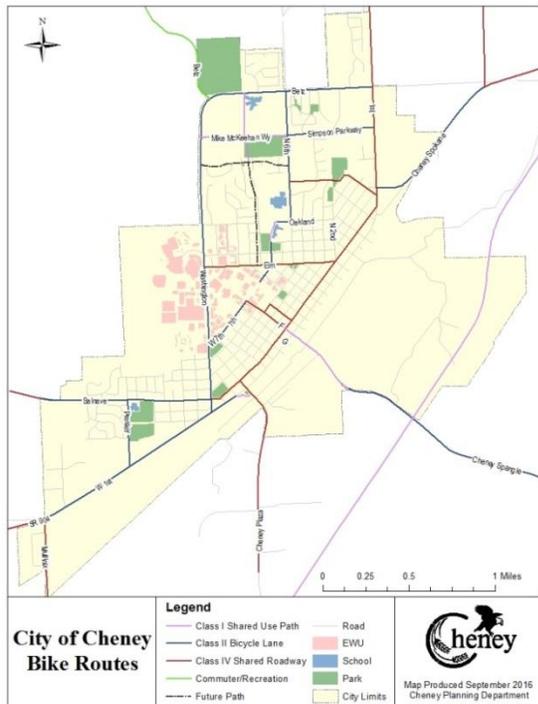
New anchor commercial development has primarily occurred in the northeast end of First Street furthest from the city center in a more suburban, auto- oriented development style

with large expanses of parking located between stores and the street. This area is Cheney's main gateway into the community and now is the main commercial center as retail development prefers the proximity to the high-volume intersection.

In the Central Core, the city has seen several in-fill or re-development projects. Those that have occurred primarily cater to EWU students who tend to desire a more urban setting. It is important to note that all significant commercial development over the past decade has occurred along First Street north of the Cheney-Spokane Road intersection.



**Figure 4.05 - Cheney's Level of Service (LOS) guidelines for vehicular travel on Collector Arterial and Minor Arterial streets. This map also shows information from the plan's future streets map, provided as Figure C3.04, Appendix C. (Image source: City of Cheney)**



**Figure 4.06** - Improved and proposed bike routes. A larger version is included in Appendix C. (Image source: City of Cheney GIS)

## Residential Transition

The commercial corridor also provides a mix of primarily medium density apartment buildings, mobile home parks, and single-family housing. Residential development has started to the southeast of the two railroad lines, with more proposed in the future. To the northwest of First Street are Cheney's original neighborhoods which offer a mix of old and new residential options. The housing and land use profiles provide more detail on housing patterns.

## Levels of Service

While few participants in the process called for increased roadway congestion, participants did recognize the need to exercise restraint in widening roads or making other capacity improvements. Slowing traffic was a priority, particularly through neighborhoods and in the

central commercial district. Conventional systems of measuring levels of service as a ratio of roadway capacity and traffic volume may be appropriate for measuring roadway use, but it may not necessarily be the best tool for determining the scope, scale or type of roadway improvement. For this reason, the Level of Service standards incorporated in the earlier version of the City's comprehensive plan (illustrated in Figure C3.04 in Appendix C) has been modified to represent LOS guidelines in this plan. Level of Service guidelines presented here generally indicates a lower Level of Service than indicated in the previous plan. The objective here is to allow Cheney's streets to get busier before they get bigger, encouraging increased pedestrian and economic activity and calming the community's traffic.

The revised LOS guidelines for Cheney's arterials are presented in Figure 4.05. Detailed descriptions of LOS categories are provided in section three of Appendix C.

## Forecasts

Four maps included in Appendix C, provide the existing street network as the baseline traffic volumes as of 2016, via individual traffic counts compiled by Morrison Maierle (transportation/traffic engineering firm).

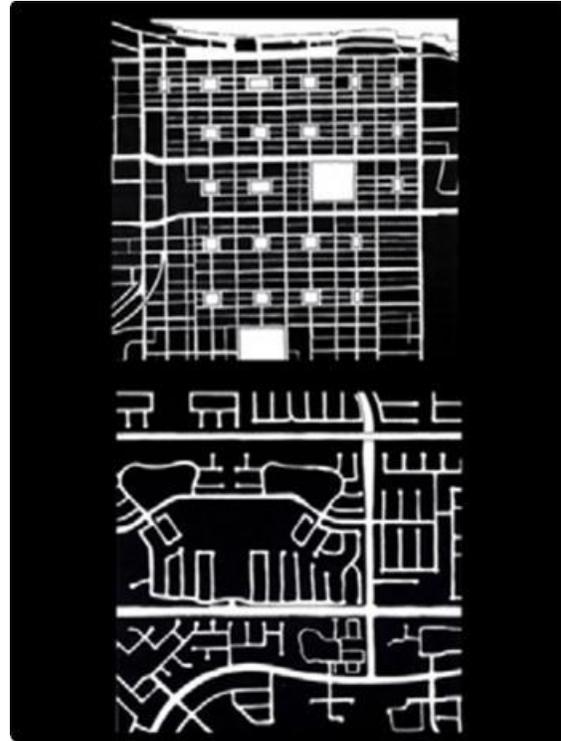
An additional set of maps in Appendix C present the forecast traffic volumes for the years 2021 and 2040. These forecasts were generated by Cheney's traffic engineer's model based on anticipated regional traffic flows and population and economic growth. The assumptions behind the model relate growth to traffic generation, and allocate the forecast traffic volumes to various highway and arterial road segments based on travel and regional land use patterns.

While this model is designed to help guide transportation planning at a regional level, it

also influences local transportation planning. In Cheney's case, increased regional traffic volumes anticipated for SR 904 north of Cheney indicate a potential need for capacity improvements along that stretch of highway. Those capacity-increasing improvements, such as adding lanes, may influence how Cheney decides to manage the Betz Road intersection or other local facilities in response.

Based on these forecasts and the preliminary street network analysis done by SRTC, it appears that Cheney's transportation challenges will be relatively localized:

- *SR 904 North – Cheney is both a destination and an origin for regional travel. Eastern Washington University is an important regional employer, as is the Cheney School District. These two institutions draw students and employees from the surrounding area. In addition, anticipated employment growth in the industrial and manufacturing sectors will also draw people into town, adding to the expected growth to SR 904*
- *Cheney-Spangle Road – With the likely annexation and development of southeast Cheney, Cheney-Spangle Road, notably its crossing with the railroad, will present significant challenges. Current traffic volumes can be accommodated with the existing at-grade railroad crossing, but substantial increases in traffic will strain the crossing and require additional traffic management techniques. In the interim, Alki Road, which parallels the tracks to the southeast, should be maintained as a minor arterial to provide an alternate crossing point for service and emergency vehicles.*



**Figure 4.07** - The idea of street networks forming the “bones” of communities is an important concept. The upper street network is from Charleston, South Carolina, a place widely valued for its pedestrian-friendliness and livability. The lower layout, from Van Neys, California, shows how scale and lack of interconnectivity can all but dictate a car-centric lifestyle. (Image source: Glattig Jackson Kercher Anglin, Inc.)

## Arterial Road Planning

SRTC's street network evaluation based on forecast traffic volumes indicates that Cheney's transportation system is mostly well-configured to handle expected regional traffic increases.

Cheney's focus on arterial road planning will be on managing its at-grade rail crossings and the volumes of traffic using SR 904. Other road planning issues are largely internal to the system's network, and the plan's policies encouraging increased network diversity will



**Figure 4.08** - This plan update envisions a greater focus on development within City limits, reducing growth pressures elsewhere. In addition to cost benefits, this pattern will help reduce the number of vehicle miles traveled, and make alternate means of transportation more viable. (Image source: Studio Cascade, Inc.)

help dissipate traffic and reduce impacts to the community's arterial streets. The three exceptions to this, and those that will need further attention from the City, will be:

- *SR 904 North – The intersection of Betz Road and SR 904 will continue to get busier, particularly as EWU enrollment and employment numbers in Cheney's increase. This intersection will need to be monitored in its ability to accommodate traffic flows, and improved as necessary.*
- *Betz Road – Betz has evolved into a busy thoroughfare, providing direct access from SR 904 to Roos Field and acres of parking on the EWU campus' western edge. The community voiced its desire to*

*tame the traffic on this street, particularly as additional residential development occurs and the new community park on the north side of the street is improved.*

- *Rail crossing – Any level of development on the east side of the railroad corridor will require careful management of rail crossings. Grade-separated crossing at Cheney-Plaza is problematic because of its impact on the historic downtown. An alternative, illustrated in Figure 4.05, is the development of roads parallel to the rail corridor (Alki and potentially Front Streets) allowing vehicles alternative crossing locations when trains block the crossing at Cheney-Spangle. The rail crossing at SR 904 and Betz Road is increasingly problematic with rail travel intersecting this intersection and causing long delays in vehicle traffic movement.*

## Transportation Improvement Program

Cheney is required under RCW 35.77.040 to prepare and adopt a comprehensive transportation program (TIP) for the ensuing six calendar years. These six-year TIPs are to be consistent with the city and/or county comprehensive plan transportation element, and are to include proposed road and bridge construction work and other transportation facilities and programs deemed appropriate - including any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW 36.70A.070(6) or other applicable changes promoting non-motorized transit. TIPs also must contain information on how a city or county will act to preserve railroad rights-of-way in the event a railroad ceases to operate in its jurisdiction.

Furthermore, a six-year TIP is to set forth those projects and programs of regional

significance for inclusion in the transportation improvement program within that region.

Each year, in accordance with RCW 35.77, the Cheney Streets and Transportation Division presents a proposed list of street and sidewalk improvements covering a six year horizon. The program focuses on residential and arterial street and sidewalk improvements.

This plan has been coordinated with Cheney’s existing Six-Year TIP, and includes it by reference for GMA purposes. Additional and/or specific governmental coordination efforts and demand management strategies supporting GMA objectives may be found in the TIP. For a complete listing of the planned residential and arterial street and sidewalk improvements included in the TIP, the latest version may be found on the City of Cheney website.

None of the road projects proposed in the Cheney TIP is regionally significant nor are they listed as regionally significant in the Horizon 2040 Plan on pages 4-30 through 4-32.

## Demand Management

This plan’s overall policy set, including the Future Land Use map and transportation-specific objectives contained at the conclusion of this chapter, work together to help manage the overall demand on Cheney’s roadway network. These include:

- *Encouraging the growth of high-occupancy vehicle use*
- *Improving conditions, services and access to public transit*
- *Encouraging the growth of non-motorized vehicle use*

- *Improving pedestrian networks, including sidewalks, street crossing conditions and signage*

University Growth/Expansion – Continue to work with EWU and STA on vehicle trip reduction programs. This can include free carpool parking in EWU lots closer to campus, discounted “occasional” parking permits, additional public transit incentives (bus passes), increased STA service and/or frequency, or a EWU shuttle service from outlying parking areas to the Elm Street portion of campus

Low Density Residential – While capacity expansion could be considered, there would be encouragements for include carpooling programs, public transit, telecommuting, bicycling, and walking.

High Density Residential – While capacity expansion would be minimal (especially for infill development), the focus would be on carpooling programs, public transit, telecommuting, bicycling, and walking.

Commercial/Industrial – Capacity expansion would be minimal as these areas are already adequately served by the existing roadway network. Where appropriate, additional emphasis would be on carpooling programs, public transit, telecommuting, bicycling, and walking.

A more detailed discussion of Cheney’s demand management strategies may be found in section three of Appendix C.

## Transportation Objectives

To help address Cheney’s transportation issues and desired growth patterns, this plan update advocates the following strategies:

### Connectivity

A good and interconnected roadway system can help communities adapt to change successfully. But connectivity means more than simply a system of arterial streets placed on a half-mile grid. Connectivity is a transportation and urban design philosophy advocating for an interwoven transportation network, discouraging cul-de-sacs and dead ends in favor of an interconnected street fabric. This approach to transportation planning allows for multiple modes to share public rights of way more effectively, provides more efficient movement of people and goods overall, reduces the need to widen arterial roadways and allows for alternative paths in the case of road blockage at any one point. Cheney’s most highly-connected and effective streets are highlighted as Figure C3.02, Appendix C.

### Congestion management

A traditional approach to resolving roadway congestion is to increase roadway capacity, adding lanes or restricting access to enable the road to carry more traffic at higher speed. Consequences, however, include an induced increase in roadway demand and increased pressure to develop further from a city’s center. This plan encourages Cheney and Spokane County to tolerate congestion on its arterials, encouraging people to travel less, live closer to available services and reinvest in the community’s already developed areas. This is an essential companion to connectivity, allowing local streets to satisfy local transportation needs and arterials to handle longer trips.

## Neighborhood impact

Transportation projects impact the neighborhoods they adjoin. Goals and policies in this plan urge the State, County and City to design and create transportation improvements that serve both the larger goals of Cheney and those of the districts they pass through, supporting neighborhood vitality, walkability, safety and overall value.

### Parking

Many in the community ask for additional parking in downtown, anticipating that increased parking availability will stimulate retail prosperity and tourism. This plan takes a slightly different approach, suggesting that parking be considered as a strategic element to encourage housing in and near downtown Cheney. A larger population housed within walking distance of the City’s center can help stimulate commercial and service growth without adding pressure to construct more surface parking downtown.

### Safety

Transportation safety is paramount. This plan suggests Cheney take a slightly different approach at achieving it, however. Conventional transportation planning and design dictates a “forgiving” roadway approach, allowing drivers to make mistakes without dire consequences. Wider lanes, brighter lights, stronger barricades, larger signs and restricted access - while effective safety measures – also tend to increase driver speed. This plan proposes that Cheney’s transportation system be designed and sized to reduce driver speed, making streets flow more efficiently and increasing both driver and pedestrian safety.

## Freight mobility

While it is important to develop and maintain a transportation network that's safe and accommodating to pedestrians and bicyclists, it is also important to recognize that freight mobility enables communities to survive as economic creatures. Goods must be able to move to and through Cheney, and this plan encourages a robust system to support community prosperity both locally and regionally.

On December 12, 2013 the Spokane Regional Transportation Council (SRTC) adopted Horizon 2040. Horizon 2040, SRTC's long-range transportation plan, also known as a Metropolitan Transportation Plan (MTP), is a multimodal "blueprint" aimed at meeting the needs of the Spokane region through 2040. The Horizon 2040 document also discusses the regional freight priority for truck, rail, and air. Cheney's freight network follows Regional Freight Priority Network (Map 4.3) in the Horizon 2040 Plan.

## Multiple modes

Participants in this process value transportation choices. This update responds by calling for transportation and land-use practices that accommodate transportation mode options, favoring the concepts of shared or "complete streets" and increasing the mixing of diverse land uses in the community's more urban areas.

On December 12, 2013 the Spokane Regional Transportation Council (SRTC) adopted Horizon 2040. Horizon 2040, SRTC's long-range transportation plan, also known as a Metropolitan Transportation Plan (MTP), is a multimodal "blueprint" aimed at meeting the needs of the Spokane region through 2040. The Horizon 2040 document also discusses the bicycle priority network identifies existing and

future bicycle facilities, including separated multi-use paths like the Centennial Trail as well as bike lanes, shared lanes and other bike facilities. Cheney's bicycle network follows the Regional Bicycle Route Priority Network (Map 4.4) in the Horizon 2040 Plan.

## Regional Transportation

As Cheney is an important component the regional transportation needs, the City of Cheney also adopts the regional goals and policies of the Spokane Regional Transportation Council (SRTC) Horizon 2040 Plan. The overarching goals are as follows:

- **GUIDING PRINCIPLE 1: ECONOMIC VITALITY** – Investments and improvements in the regional transportation system will promote economic vitality by focusing on moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within major economic activity centers, will stimulate commerce. Horizon 2040 should prioritize and coordinate regional transportation investments aimed toward the development of a multi modal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.
- **GUIDING PRINCIPLE 2: COOPERATION AND LEADERSHIP** – Horizon 2040 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2040 will help coordinate efforts to

communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

- **GUIDING PRINCIPLE 3: STEWARDSHIP** – Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies and federal and state goals as adopted by statute, ordinance, resolution or executive order. Horizon 2040 will use performance measures to ensure coordinated regional policies make progress towards established objectives.
- **GUIDING PRINCIPLE 4: SYSTEM OPERATIONS, MAINTENANCE AND PRESERVATION** – Horizon 2040 will strive to provide adequate funding for projects that address documented transportation needs, reduce lifecycle operation and maintenance costs, conserve energy, and preserve and prolong the life of existing infrastructure. SRTC and project proponents will use performance-based plans that provide for efficient system management. Horizon 2040 should demonstrate that projected revenues will sustain current facilities and services, and ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

- **GUIDING PRINCIPLE 5: SAFETY AND SECURITY** – The regional transportation system will be designed, constructed, operated and maintained to enable the healthy, safe, and secure movement of people and goods. The system will enhance safe and secure choices, access and usage among all modes of transportation through best-practice design, operational improvements, education and outreach, and technological strategies. Increased emphasis should be placed on maintenance activities and education of all users as means of making the system safer.
- **GUIDING PRINCIPLE 6: CHOICE AND MOBILITY** – All residents will have reasonable access to transportation choices. Decision-making will work toward creating viable transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. Shared use of infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity.
- **GUIDING PRINCIPLE 7: QUALITY OF LIFE** – Quality of life issues will be considered in transportation decision-making. Urban, suburban and rural neighborhoods will strive to offer safe and convenient forms of healthy, active transportation options for people of all abilities. Population concentrations will have connections to destinations by means of multiple modes to reduce transportation costs and tailpipe emissions. Context sensitive design will

strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

## Goal & Policy Listing

Each of the goals and policies contained in the following section have been selected from the entire matrix as closely associated with transportation objectives, though there may be others arguably key to the success of community goals not under this heading. The numbering and order of items in no way indicate City priority or relative importance.

Descriptive text below each goal provides background and indicates how it serves the community vision. The full goal/policy matrix (Appendix B) includes descriptive text below each policy, indicating a generalized category as well as the critical intent and benefits of the policy.

Electronic versions of the matrix are hyperlinked to Appendix B for easier review and cross- referencing.

## Goals, Policies & Programs

### Transportation & Related Goals

- Continue Cheney's relationship with Eastern Washington University, improving economic, educational, facility and cultural opportunities for all. (G.02)

*Background: Cheney owes much of its success to the presence of Eastern Washington University, but residents sense that greater opportunities exist for both City and school, given greater collaboration. Throughout the process, participants noted the need to coordinate curricula with economic initiatives, to plan infrastructure and facilities in ways that achieve broader goals, and to help integrate educational and cultural offerings into what residents perceive as part of Cheney life. As a result, this plan includes goals, policies and programs to help the City and the EWU establish and maintain a more dynamic partnership.*

- Sustain downtown as the 'heart' of Cheney, enhancing its commercial, service and civic vitality. (G.04)

*Background: In preparing this plan, residents made it clear that downtown is still considered the 'heart' of Cheney. Keeping downtown vital requires supporting its numerous and necessary functions, including a strong commercial base, community services, public space access and proximate housing options. This plan provides policies and programs that help foster an environment in which downtown can thrive, in turn aiding the attractiveness, efficiency and value of the entire community.*

- Keep Cheney's neighborhoods safe, vital, and attractive. (G.05)

*Background: Residents prize the overall scale and small-town feel of Cheney neighborhoods, and wish to ensure their neighborhoods are kept safe, active and aesthetically pleasing. Supporting this goal, a diverse set of policies have been provided, including encouraging pedestrian-friendly development, diversity in housing types, and possible future mixed use or activity centers.*

- Maintain and improve Cheney's transportation network, on pace and in concert with need and plan objectives. (G.06)

*Background: All cities require functional, resilient street networks providing for the flow of people and materials. In assisting with this plan, residents urged improvements to the existing fabric and criteria for new development that provide a 'complete streets' network for Cheney, improving the efficiency, function and value of the City. Residents also recognize the importance of connectivity to regional ground, rail and air transportation systems.*

- Grow and maintain Cheney as a self-reliant community, aiding the provision of necessary health, retail and service needs for citizens. (G.13)

*Background: Cheney’s history and small-town nature is rooted in its independence and self-reliance. Essential goods and services, employment, social activities, and primary and secondary education have always been available within City boundaries. In recent years, transportation and other factors have enabled residents to seek specialized services and establish residence well outside the City, to the point where concern now exists that Cheney is becoming a ‘bedroom community.’ This goal urges the City to develop and enact strategies that help maintain the provision of essential health, retail and service needs within Cheney.*

- Maintain and improve Cheney’s small-town scale, charm and aesthetic beauty. (G.16)

*Background: Whether newly-arrived or long-term, residents of Cheney frequently cite the community’s ‘small-town charm,’ its modest size, and its setting between rich agricultural lands and unique lake and channeled scabland areas as highly attractive features. Due to this, many of the goals, policies and programs contained in this plan help retain the City’s overall scale while providing for ample growth; support the development of cultural features and activities, and direct land use decisions reducing development pressures in undeveloped or highly rural areas.*

- Maintain and improve the provision of affordable, efficient community services in Cheney. (G.18)

*Background: Municipalities exist to provide infrastructure and services that would be unfeasible for individuals to provide. While pooled resources make essential services achievable, they also require strong levels of coordination and management to assure accountability and efficiency. Many actions have clear and immediate effects on resources. Other actions may be more difficult to associate with fiscal impact, but over time, may profoundly affect the costs of services. This goal anchors the need for the City of Cheney to consider the long-term cost implications of choices including land use, investments in transportation, and provision of service infrastructure - maintaining efficiency and accountability for the community it serves.*

## Transportation & Related Policies

- (P.12) Coordinate all long-range planning efforts between the City and Eastern Washington University.

*Discussion: Community and work groups emphasized the need for the City and EWU to cooperate to position Cheney among the best places to live and do business in the Inland Northwest. Direction: This policy may be acted upon in ways including City and EWU efforts to continue a strong partnership.*

- (P.20) Minimize land dedicated to parking downtown through the promotion of shared-use, non-allocated and structured parking.

*Discussion: On-site parking serves individual business needs, but harms retail continuity and reduces the amount of land available for other development. Shared use and structured parking help optimize financial return on land and aids the attractiveness and viability of Cheney's desired retail mix. Direction: This policy may be acted upon in ways including the development of revised regulations encouraging joint-use and other approaches to maximize parking efficiency.*

- (P.25) Support the development of compatible neighborhood mixed-use and civic activity centers, where suitable.

*Discussion: Fulfilling the practical needs of residents within a convenient walking distance suggests the creation or revitalization of smaller, mixed-use 'centers' located in prominent, accessible points in the community. Direction: This policy may be acted upon in ways including developing and maintaining land use and code provisions allowing mixed-use centers; establishment of codes ensuring such development is compatible with neighborhoods; consideration of tax credit or other incentives to spur desired investment.*

- (P.29) Coordinate land uses, transportation access, and civic amenities between new and existing neighboring development.

*Discussion: As the community grows and develops, it is essential that the city remain cohesive and well-connected - designed with enough foresight to support overall community value, service efficiencies, and ensure viable transportation options. Direction: This policy may be acted upon in ways including review and update of applicable codes; maintenance and coordination of transportation and land use objectives; investment in civic amenities that support interconnected, efficient development patterns.*

- (P.30) Ensure that new building and renovation efforts in Cheney are compatible with the City's overall scale, architectural, transportation and public space objectives.

*Discussion: New development, whether infill, greenfield or renovation, needs to occur respecting community objectives as well as private ones, respecting the surrounding community while allowing new development to be successful and profitable. Direction: This policy may be acted upon in ways including maintenance and implementation of related transportation, service and parks plans; updates to codes respecting local character, building scale, size and form; exploring what makes neighborhoods "great places" and adopting appropriate standards that are flexible, consistent and straightforward, yet achieve quality design.*

- (P.31) Promote land use and growth patterns that ensure all residences are within walking distance of civic and service amenities.

*Discussion: Cheney's vision includes growth patterns that are more interconnected and walkable, providing multiple advantages including resident convenience, greater mobility and service efficiencies. Direction: This policy may be acted upon in ways including enacting land use and transportation policies that encourage the provision of services within walking distance of residents; working to identify and locate areas well-suited for neighborhood-scale services; working to improve existing proximate service areas.*

- (P.32) Develop a complete transportation system for Cheney, supporting efficient movement of goods and materials including multi-modal options.

*Discussion: Transportation in all forms is critical to the economic, civic and cultural health of communities. Direction: This policy may be acted upon in ways including the development and maintenance of long-range, full-featured transportation planning; implementation of indicated measures; collaboration with regional transportation providers and agencies.*

- (P.33) Provide appropriate infrastructure to make walking or bicycling in Cheney a more convenient and safe transportation alternative.

*Discussion: Increasingly, communities are looking to alternative modes of transportation, fostering efficient land use patterns, increasing neighborhood vitality - and especially in college towns - improving low-cost mobility options. Direction: This policy may be acted upon in ways including the development of features making non-motorized transportation more viable; consideration of "complete streets" criteria for new construction; shared-lane markings; walking paths; parking reduction incentives; increased provision of bicycle parking.*

- (P.34) Improve public transportation opportunities in Cheney.

*Discussion: While Cheney is currently served by transit, the City should seek and capture opportunities to improve public transportation, serving goals related to economic development, housing, and others. Direction: This policy may be acted upon in ways such as collaboration with the Spokane Transit Authority, EWU and local employers; work with WSDOT and other agencies in consideration of public transit and parking reduction incentives; revised parking regulations; integration of public transit into further transportation planning.*

- (P.35) Increase roadway interconnectivity, creating more transportation type and route options.

*Discussion: Cheney's vision includes growth patterns that are more inter-connected and walkable, providing multiple advantages including resident convenience, greater mobility and service efficiencies. Direction: This policy may be acted upon in ways including code updates ensuring development coordinate new roadways with existing patterns; maintaining compliant City transportation improvement programs; looking for opportunities to improve connectivity in tandem with future roadway projects.*

- (P.36) Support truck and rail access to high-intensity commercial and industrial areas.

*Discussion: Transportation in all forms is critical to the economic, civic and cultural health of communities, and Cheney should manage its growth to ensure the continued viability of higher-intensity commercial uses within the planning area. Direction: This policy may be acted upon in ways including maintaining freight mobility and accessing the City's transportation improvement planning; managing land use policy and regulations in ways that buffer potentially conflicting uses.*

- (P.37) Improve access to the regional transportation network, including motorized and non-motorized systems.

*Discussion: Transportation in all forms is critical to the economic, civic and cultural health of communities, and Cheney should work to optimize access to the regional network for residents and local businesses. Direction: This policy may be acted upon in ways including maintaining Cheney's role in regional transportation planning; looking for ways to develop and improve ties to rail-trail networks; managing land use and transportation planning with regional access in mind.*

- (P.39) Direct public investment in transportation and other infrastructure within the existing urbanized area, promoting infill, limiting sprawl and helping the City provide affordable services.

*Discussion: Growth patterns have significant implications in terms of community character, mobility, land use, livability, and the cost of service provision. Through the planning process, participants urged the City to promote growth and infill within existing urbanized areas. Direction: This policy may be acted upon in ways including maintaining supportive transportation and service improvement plans; minimizing public investment outside the urbanized area.*

- (P.40) Work with neighboring municipalities, Spokane County, State and regional agencies to reduce encroachment and development pressures on agricultural lands.

*Discussion: Agricultural lands surrounding Cheney are important economic and aesthetic features, underpin much of Cheney's regional image, and are highly prized by residents. Direction: This policy may be acted upon in ways including collaborating with Spokane County and neighboring jurisdictions to coordinate supporting infrastructure and land use polices; coordinating with the SRTC on supporting transportation policies.*

- (P.42) Protect the function and utility of industrial land uses, buffering them from conflicting uses and maintaining necessary access and services.

*Discussion: Commercial activity is critical to the economic fortunes of Cheney, and the City should manage its growth to ensure the continued viability of such uses within the planning area. Direction: This policy may be acted upon in ways including managing land use policy and regulations in ways that buffer potentially conflicting uses; by maintaining freight mobility and access in the City's transportation improvement planning; coordinating with the SRTC on supporting transportation policies.*

- (P.44) Discourage growth in sensitive and critical areas, including wetlands, habitat areas, steep slopes and lands with unstable soils.

*Discussion: Wetlands and critical habitat areas are an important part of Cheney's ecosystem, and are considered highly important aesthetic, educational and recreational assets by residents. Direction: This policy may be acted upon in ways including the maintenance of supporting land use actions; development of wetland and critical habitat inventories; fostering improved education, protection and enhancement programs.*

- (P.46) Maintain, expand and improve parks, greenway and open space areas, in concert with LOS needs and comprehensive plan objectives.

*Discussion: Cheney residents care deeply about the City's natural setting, but also prize their parks, greenway and open space areas, seeing these as integral to the quality of life and value of life in Cheney. Direction: This policy may be acted upon in ways including consideration of park dedication fees for acquisition; consideration of new development requirements for park land development; working with land trusts and others in acquisition or securing of development rights for key properties; continued updates and implementation of parks planning.*

- (P.47) Collaborate with Spokane County and others to develop access and improvements to trails and facilities near Cheney, improving community enjoyment of Cheney's natural and open space areas.

*Discussion: Trails and access to open space in and around Cheney add greatly to the quality of life residents enjoy, and present opportunities to attract compatible businesses to the community. Direction: This policy may be acted upon in ways including aiding the development of new trails in and outside the city limits, including potential trail connections to Turnbull Wildlife Refuge, the Columbia Plateau Trail, the completion of the Fish Lake Trail, and the future 50-acre park.*

- (P.52) Establish budget and funding methods for City facility and service needs, matching costs with available revenues.

*Discussion: As required by State Law, the City of Cheney is required to have a balanced budget. This Comprehensive Plan provides the overarching framework to develop a strategy to prioritize a variety City facility and service needs. Direction: This policy may be acted upon in ways including adopting and maintaining a comprehensive plan; prioritizing facility and service needs; maintaining a reasonable and logical courses for facility and service implementation; consideration of applicable impact fees per RCW 82.02.050.*

- (P.53) Budget to implement plans and implementing programs adopted or supported by the City.

*Discussion: Many participants felt the City has a poor track record with long-range planning, often neglecting to implement or budget for planned recommendations. This policy establishes the basis for Cheney to implement plans and programs developed, adopted or supported by the City. Direction: This policy may be acted upon in ways including ongoing work and collaboration by department heads, the City Administrator and City Council to appropriate necessary funds to invest in supported programs.*

- (P.54) Develop and maintain Cheney’s capital facilities, matching adopted LOS standards and overall plan objectives.

*Discussion: Development and maintenance of capital facilities is a critical role for city government, matching projected community need and plan objectives with service resources. Direction: This policy may be acted upon in ways including annual review and amendments to capital facilities element and six-year improvement and transportation programs; water system planning; technology plan/investments.*

- (P.55) Coordinate with local and regional agencies in developing capital facilities, seeking cost-efficiencies and shared resource opportunities for Cheney.

*Discussion: Spokane County’s Countywide Planning policies provide the over-arching framework of how development should occur in Spokane County. This policy establishes the basis for inter-jurisdictional cooperation and regional partnerships for large capital facilities, particularly when cost-efficiencies can be achieved. Direction: This policy may be acted upon in ways including adoption and update to capital facilities planning; identification of need and collaboration on potential shared facilities.*

- (P.56) Ensure that costs of providing services to new development are borne by such development, except where cost sharing is determined to aid service efficiencies and overall community objectives.

*Discussion: Many residents expressed concern that growth pay for itself whenever possible, keeping utility rates economical and reducing effective subsidies for unwanted growth. This urges the City to balance the costs of service and infrastructure provision with community desire and ability to absorb new development, ensuring service investments are either strategically desirable or self-sustaining. Direction: This policy may be acted upon in ways including consideration of related impact fees; strategic land use decision making; financial cost analysis evaluating long-term costs of development versus likely income.*

- (P.57) Provide or accept the provision of public facilities and services only if the City or other entities are able to pay for subsequent operation and maintenance costs.

*Discussion: Many residents expressed concern that growth pay for itself whenever possible, keeping utility rates economical and reducing effective subsidies for unwanted growth. This urges the City to balance the costs of service and infrastructure provision with community desire and ability to absorb new development, ensuring service investments are either strategically desirable or self-sustaining. Direction: This policy may be acted upon in ways including financial cost analysis evaluating long-term costs of development versus likely income.*

- (P.58) Maintain consistency between City planning and code documents.

*Discussion: Comprehensive plans establish policy supporting long-range community vision. As essential tools to implement policy, development regulations and other municipal codes must be reviewed and updated to support plan policy. In addition, cross-consistency helps streamline development permitting and ensures community support for proposals. Direction: This policy may be acted upon in ways including updating and maintaining consistency between City plan documents and applicable codes.*

- (P.62) Improve City and community management and treatment of stormwater runoff.

*Discussion: Stormwater runoff typically carries pollutants collected on non-permeable surfaces such as parking lots and building roofs into storm sewers or site-specific treatment features. Improved treatment, including natural soil filtration techniques, can help improve water quality while keeping service costs low. Direction: This policy may be acted upon in ways including improving the City's structural means of managing and treating stormwater; reducing the amount of pollutants entering area groundwater; consideration of opportunities to provide combined amenities to public ROWs; utilization of best management practices.*

- (P.63) Encourage the reduction of impervious surfaces in new development and site work.

*Discussion: Stormwater runoff typically carries pollutants collected on non-permeable surfaces such as parking lots and building roofs into storm sewers or site-specific treatment features. Site development reducing impervious surfaces can employ natural soil filtration techniques, reducing the need for point-source treatment. Direction: This policy may be acted upon in ways including improvements to building codes; public education/outreach; technological advancement.*

## Transportation & Related Programs

- (PR.01) Code Update – Review and update the City’s zoning and development regulations as necessary to support the objectives of the comprehensive plan, including: the streamlining and simplification of permitting.
- (PR.02) 904 Corridor Plan/Design – City officials should work with WSDOT to study the SR 904 corridor (between I-90 and Mullinix Road) using least cost planning and practical design approaches. The emphasis of this corridor analysis should be on sustainable safety and practical mobility solutions while fostering the local economy. Based on the findings of this study and WSDOT concurrence on the identified practical solutions, the City could pursue design and funding of the improvements. This is in support of the City’s comprehensive plan goals and SRTC Horizon 2040.
- (PR.05) Transportation Plan – Prepare a city-wide transportation plan, including: Evaluating and mitigating impacts of rail crossings within the City of Cheney; developing a street design matrix identifying suitable and desired local street-section types providing criteria regarding width, pedestrian, cycling, and motorized vehicle needs, developed to guide updates to Cheney’s roadway design standards; developing plans and strategies promoting the development of a multi-modal network in Cheney; exploring and articulating funding and implementation strategies; developing a bicycle and pedestrian trails plan, including identification and mapping of existing and future trail routes, incorporation of in-city resources with regional opportunities, the creation of standards for construction and improvements to trails, funding source data and implementation strategies; developing a city-wide approach to wayfinding, addressing all means of transportation.
- (PR.08) Annexation Policy – Draft and adopt an annexation policy to provide clear criteria and performance measures for considering and approving annexation requests
- (PR.09) Citizen Involvement Strategy – Draft and adopt a process that ensures early and continuing citizen and neighborhood participation in land use planning.
- (PR.11) Interlocal Agreements – Prepare and adopt agreements with Spokane County and other jurisdictions as appropriate to ensure collaborative planning and development of the City’s UGA.

- (PR.12) Progress Measures - Develop community benchmarks, indicators or performance measures to evaluate the comprehensive plan's success in goal achievement and policy implementation, and to guide its adaptation to new circumstances as conditions change.
- (PR.13) Planning Budget – Establish and budget for a seven-year review cycle for Cheney's comprehensive plan.
- (PR.14) Impact Fees – Consideration of an Impact Fee ordinance modification, ensuring fees and dedications are based on system improvements necessary to support proposed development, will not exceed the costs of necessary system improvements, and will be used for system improvements to benefit the new development. Review impact fees as allowed through GMA.
- (PR.15) Residential Parking around EWU – Explore collaborative opportunities between EWU and the community to alleviate the on-street parking issues.