LIBERTY LAKE — 2046

DRAFT CITY OF LIBERTY LAKE

TRANSPORTATION ELEMENT

FOR THE 2026 COMPREHENSIVE PLAN

VERSION 04/29/2026

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A. Introduction

The Transportation Element details how Liberty Lake will develop, manage and maintain its multi-modal transportation system to support future growth, enhance connectivity, and ensure safe, efficient travel for residents, visitors, businesses owners and patrons. Rooted in the City's land-use vision, the element assesses existing conditions, anticipates future needs, and establishes goals and policies for roadways, transit, non-motorized travel (walking, biking), and freight over the planning horizon. It is intended to align with state and regional requirements under the Growth Management Act and reflects the City's commitment to integrating mobility, accessibility and funding strategies for a sustainable transportation network.

Growth Management Act Requirements

The Growth Management Act requires the Transportation Element (RCW 36.70A.108) to include the following:

- Land use assumptions used in projecting travel demand.
- Projected traffic impacts to state-owned transportation facilities resulting from land use assumptions.
- Facilities and service needs:
  - Inventory of air, water, and ground transportation facilities and services;
  - Level of service (LOS) standards for all locally owned arterials and transit routes;
  - Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below established LOS standards;
  - Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
- Finance needs:
  - Analysis of funding capability to address needed facility improvements;
  - Multi-year financing plan based on the needs, to serve as the basis for the minimum six-year Capital Facilities Plan (CFP);
  - If probable funding falls short of meeting identified needs, a discussion of how land use assumptions will be reassessed to ensure LOS standards will be met.
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
- Demand-management strategies.
- Pedestrian and bicycle components, including collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Multi-modal transportation improvements or strategies that are made concurrent with development.

Regional Planning

The Transportation Element is required to be consistent with regional transportation policy frameworks outlined in the Spokane County Countywide Planning Policies and the Spokane Regional Transit Council (SRTC)'s current Metropolitan Transportation Plan, Horizon 2050. Consistency with regional plans ensures a more functional transportation system between jurisdictions and agencies, improving the user experience and reducing potential conflicts.

Network Analysis

In order to evaluate current traffic conditions and forecast future traffic volumes and network function, the City undertook the ***Liberty Lake Transportation Network Analysis Update***. Based upon Liberty Lake's projected changes in land use, population, and employment over the 20-year planning horizon, the Network Analysis modeled the current and future transportation network. This modelling was utilized to evaluate network performance and identify short-term and long-term mitigations to the system, based upon that projected future growth. The results of this analysis are discussed in more detail later in this chapter, and the full document is included in **Appendix I**.

B. Transportation Goals & Policies

Transportation Goal 1: Maintain a multi-modal transportation system that provides safe and efficient travel to, from, and within the City.

Policy 1.1: Promote pedestrian and bicycle transportation and increase safety, mobility, and convenience for non-motorized modes of travel.

Policy 1.2: Require transportation improvements needed to serve new development to be in place at the time new development impacts occur. When infeasible, require a financial commitment, consistent with the capital facilities plan, to be made to complete the improvements within six years

Policy 1.3: Coordinate planning with appropriate agencies and utility companies for utility corridors that may affect the transportation system.

Policy 1.4: Encourage the use of bus, ride-sharing, paratransit, and high- capacity transit services to make major segments of the transportation system more efficient.

Policy 1.5: Encourage intermodal connections to enhance the efficiency and convenience of public transportation.

Policy 1.6: Support high-capacity transit facilities and services that are consistent with the actions and plans of Spokane Transit Authority, Spokane Regional Transportation Council, and other jurisdictions.

Policy 1.7: Preserve existing right-of-way and designate new right-of-way to support high-capacity transportation corridors.

Policy 1.8: Provide safe and convenient access for all modes of active and sustainable transportation – such as walking, bicycling, scooters, and other emerging modes - between housing, recreation, shopping, schools, community facilities, and transit access points

Policy 1.9: Maintain and enhance the system of trails, multi-modal pathways, and sidewalks in accordance with the provisions of the Liberty Lake Parks & Recreation Master Plan and the Liberty Lake Sidewalk Master Plan.

Policy 1.10: Promote hard surface walkway systems that are separated from roads if they fit in with the characteristics of the neighborhood.

Policy 1.11: Preserve unused rail rights-of-way for development of trails or other alternative transportation systems.

Policy 1.12: Optimize the capacity of existing roads to minimize the need for new or expanded roads through the use of improved signage, traffic controls (including but not limited to signalization and roundabouts), signal timing optimization, lane striping, and other means.

Policy 1.13: Provide coordinated, integrated, and safe traffic control systems, to the greatest extent possible.

Policy 1.14: Require private roads to be constructed to City standards.

Policy 1.15: Develop, adopt and implement a "Complete Street Ordinance" to memorialize the City's existing "Complete Street" policies and standards, and to better position the City for federal and state grant funding.

Policy 1.16: Require all roads to be designed, constructed, and improved in accordance with the City's "complete streets" standards.

Policy 1.17: Reduce right-of-way width dedications to the minimum necessary to provide for transportation needs and maintenance requirements.

Policy 1.18: Maintain an arterial road plan that emphasizes planned corridors for high-capacity roadways to keep high-speed traffic out of residential neighborhoods.

Policy 1.19: Encourage curbside landscaping consistent with safety requirements. Identify those species of landscaping that are most appropriate for curbside planting, while encouraging biodiversity and resilient plant species.

Policy 1.20: Maintain adequate access to, and circulation within, all developments for emergency service and public transportation vehicles.

Policy 1.21: Consolidate access to commercial and industrial properties by encouraging the development of commercial and industrial centers with shared driveways, parking and internal circulation, rather than strip development to minimize traffic congestion on collectors and arterial streets.

Policy 1.22: Periodically review and update standards and techniques to slow vehicle traffic and reduce the volume of traffic through residential neighborhoods.

Policy 1.23: Advocate safe and effective traffic control at roadway, trail, pathway, and pedestrian crossings.

Policy 1.24: Establish intersection minimum level of service standards for the City of Liberty Lake at a Level of Service D for signalized intersections, and a Level of Service E for unsignalized intersections during AM and PM peak hours, and a volume to capacity (v/c) ratio of less than 90% for roundabouts, as further described in this element

Policy 1.25: Support the development, evaluation, refinement as necessary, and adoption of the "corridor travel time" standard for regionally significant transportation corridors only.

Policy 1.26: Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and federal transportation grants to support projects that benefit multiple jurisdictions.

Policy 1.27: Maintain a system of impact mitigation fees and user-based fees to finance transportation improvements required because of new development.

Policy 1.28: Permit golf carts, e-bikes, e-scooters and other personal e-vehicles to be operate on specifically designated roads and trails.

Policy 1.29: Encourage and promote the availability and use of travel on demand services in Liberty Lake, including but not limited to paratransit services, rideshare programs, and for-profit rideshare services (e.g. Uber, Lyft, Yellow Cab, etc.).

Policy 1.30: Develop and implement guidance and signage in support of and to better promote active transportation and intermodal networks throughout the City.

C. Transportation Network

The City of Liberty Lake's transportation system consists of an interconnected network of arterial, collector, and local roadways, as well as sidewalks, multimodal pathways and trails, bicycle facilities, and transit facilities and services that support the movement of people and goods throughout the community. Interstate 90 (I-90) bisects the City and serves as the City's primary regional corridor and freight route, providing access to communities across Washington to the west, and extending east through Idaho and beyond to the eastern United States. No air, waterway or rail transportation facilities are located within the City limits.

Roadway & Street Network

Figure 9.1 identifies the existing City roadway network. The City's roadway network is comprised of arterial and collector streets (depicted as red in the map below); local access streets, both commercial and residential (shown in white); and private streets that are owned by property/homeowner associations (shown in blue).

Figure 9.1 City Roadway Network



Roadway Functional Classifications

Roadway functional classifications categorize streets based on their primary purpose, traffic volume, and role within the overall transportation network. This classification system establishes a hierarchy of roadway types that guides roadway design, access management, and the accommodation of various travel modes.

Principal and Minor Arterials are designed to carry higher traffic volumes and provide mobility for through-traffic. These facilities typically include multiple lanes and/or dedicated turn lanes to support efficient movement. Traffic volumes are generally measured in Average Daily Trips (ADTs). Compared to local streets, arterials and collectors have more limited access points to maintain traffic flow and safety. Lane widths and shoulders are typically wider on higher-classified roadways, although specific dimensions may vary based on design speed and context. **Figure 9.2** summarizes typical ADT ranges for Washington State roadway classifications, along with corresponding access spacing standards established in the City of Liberty Lake Development Standards.

Figure 9.2 Typical Roadway Parameters by Functional Classification

Classification	ADTs	Access Control[1]
Principal Arterial	7,000 – 27,000	300’
Minor Arterial	3,000 – 14,000	300’

Collector	1,100 – 6,300	150’
Local	<1,000	50’ or less

[1]*Separation distance between approaches, per Liberty Lake Development Standards*

Within the state of Washington, Washington State Department of Transportation (WSDOT) maintains the official functional classifications of all streets and roadways in the state. **Figure 9.3** depicts existing ADT along with projected 2046 ADTs (as detailed in the ***2025 Liberty Lake Network Analysis Update***, appended hereto in **Appendix I**), as based on 2046 projected land use, housing and employment data.

Figure 9.3 Existing Roadway Volumes

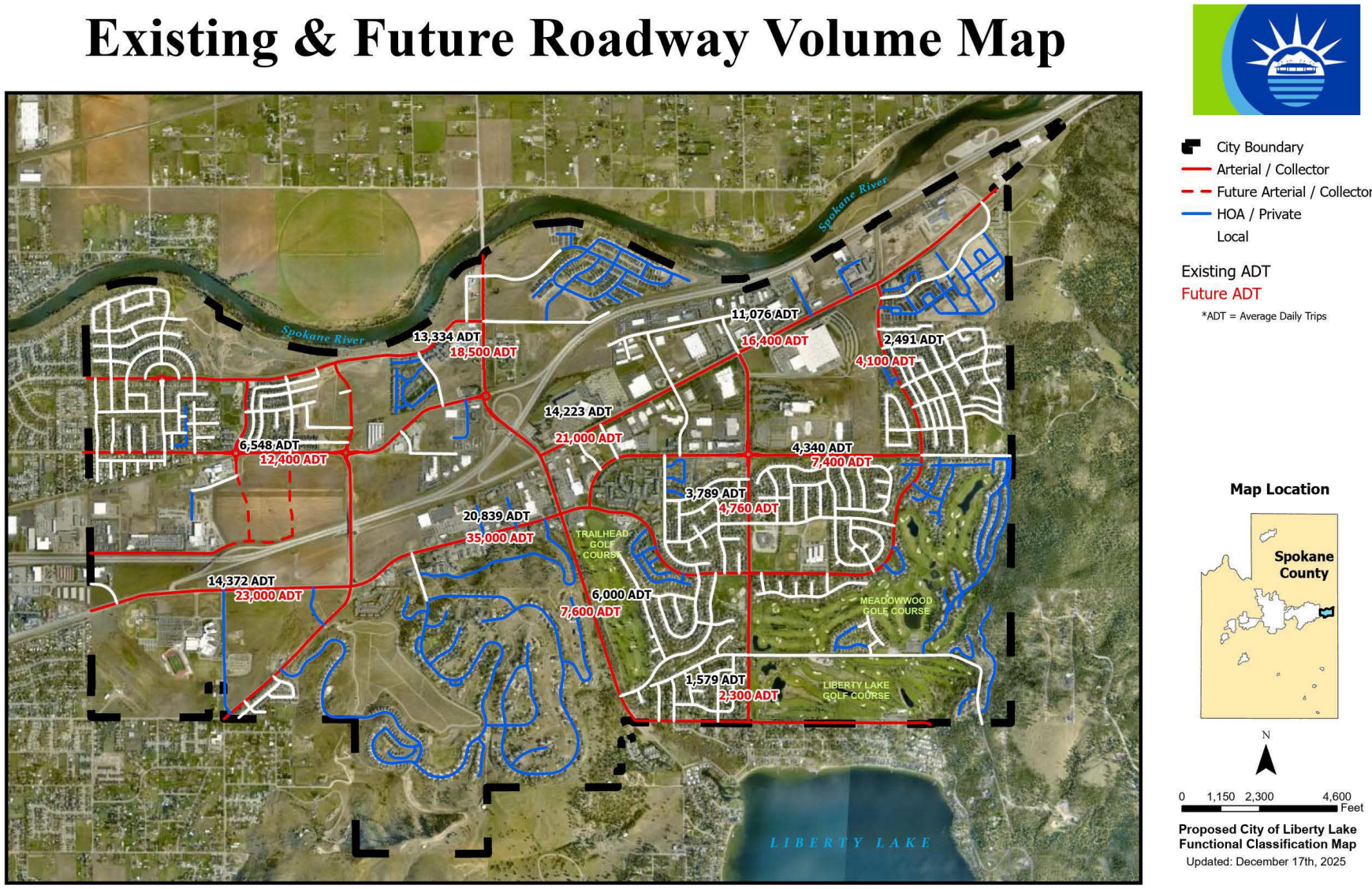


Figure 9.4 WSDOT Functional Classification Map

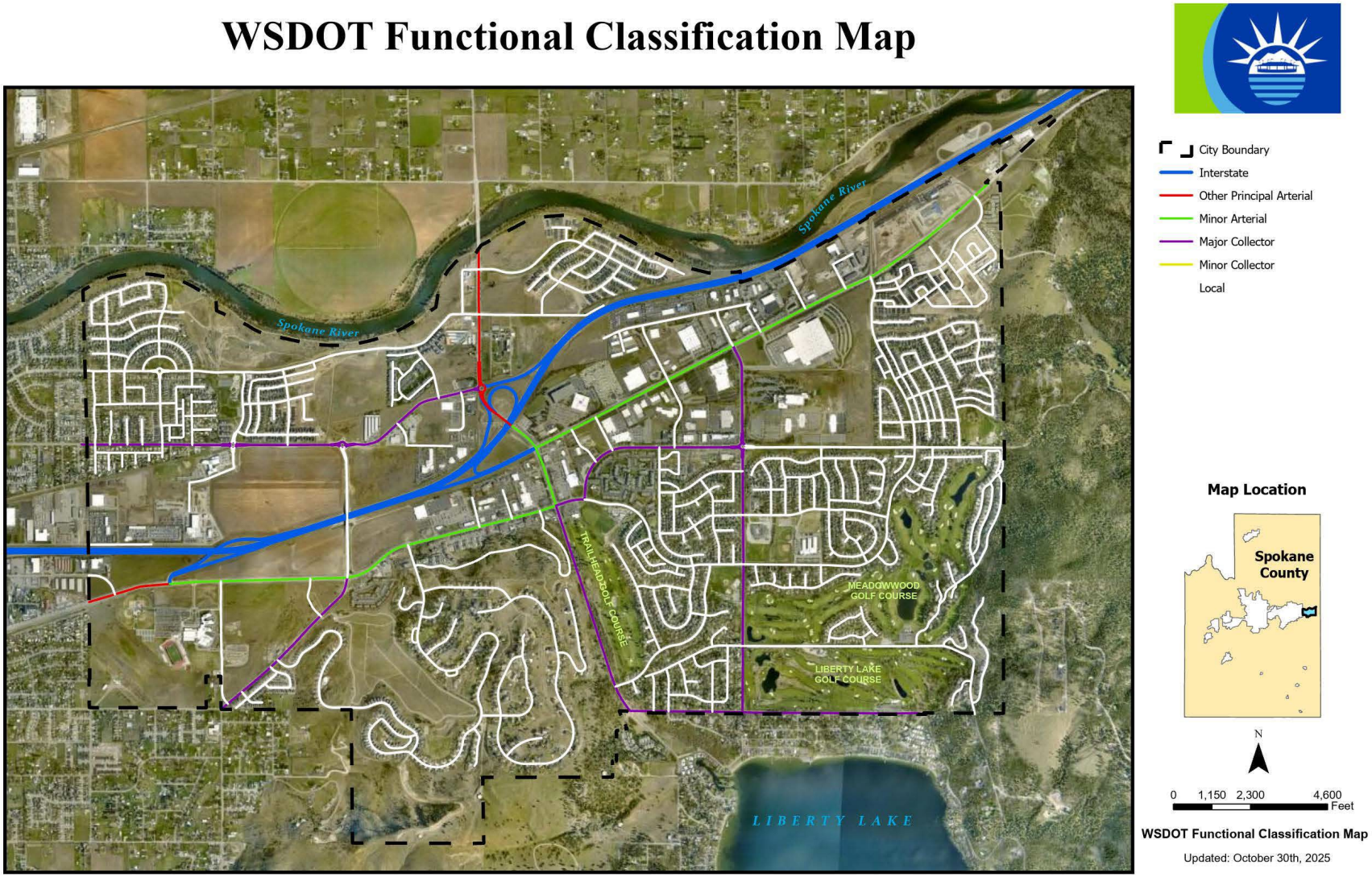


Figure 9.4 depicts WSDOT's existing functional classifications for Liberty Lake streets. Based upon the current roadway configurations, function, and volume, the City of Liberty Lake has identified the need to re-classify roadway segments. The proposed roadway classifications are mapped in **Figure 9.5**. The roadways segments proposed for reclassification are listed in **Figure 9.6**.

Currently, WSDOT-classified, regionally significant roadways in Liberty Lake include I-90; Country Vista Drive/Appleway west from the west-bound I-90 off-ramp (commonly referred to as the Green Acres flyover); and, Harvard Road, north of I-90. As noted above, the City also proposes the reclassification of the following routes within the City as other regionally significant roadways, due their daily traffic volume and common use as freight routes: Liberty Lake Road, south of I-90 to Country Vista Drive; Country Vista Drive, west from Liberty Lake Road to the Green Acres flyover; and, Appleway Avenue, from Liberty Lake Road to the eastern City limits.

Figure 9.5 City of Liberty Lake Proposed Roadway Functional Classifications

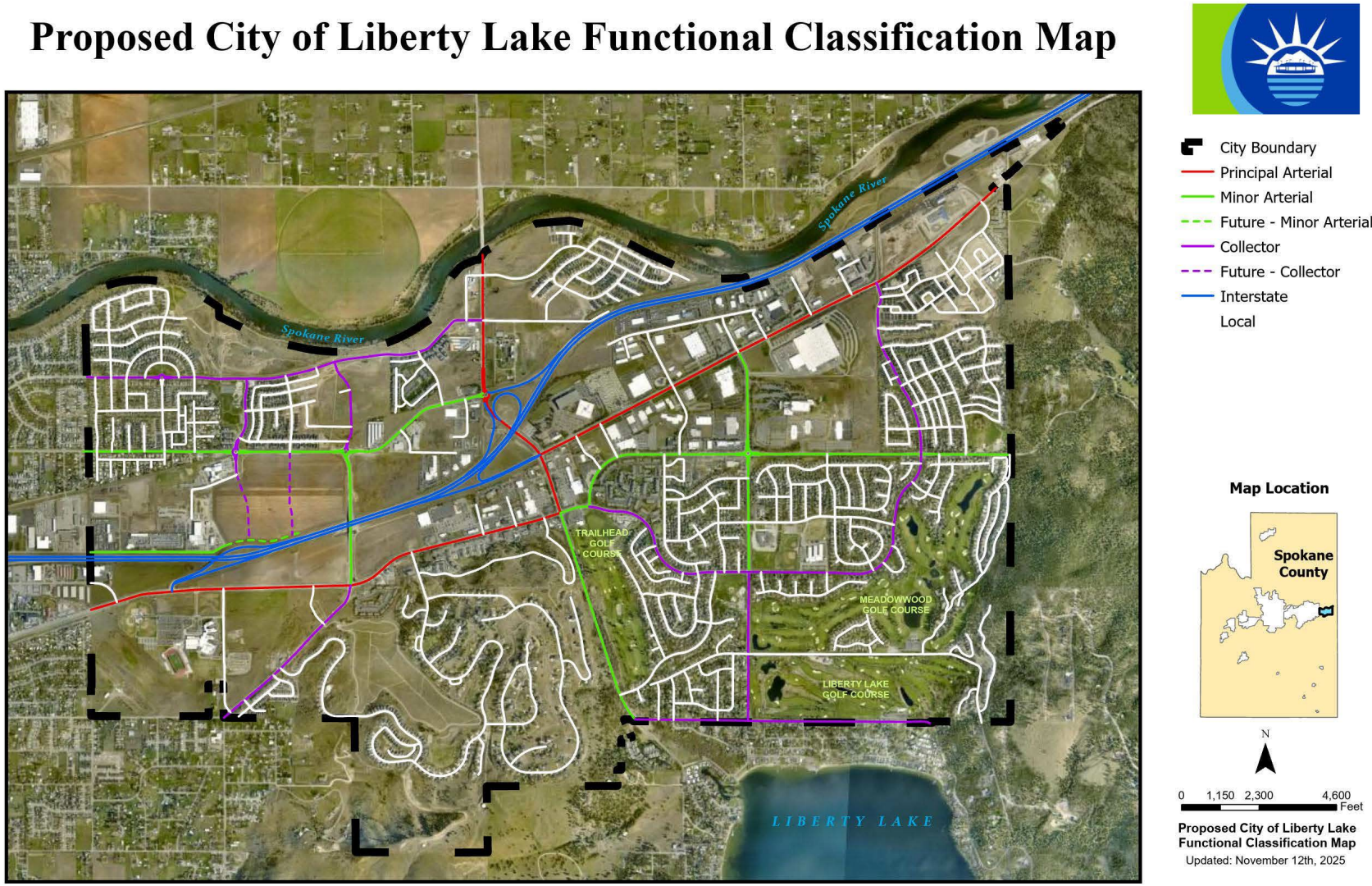


Figure 9.6 Roadway Segments Proposed for Reclassification

Road Name	Segment	Existing Classification	Proposed Classification
Appleway Ave.	Liberty Lake Rd. to E City Limit	Minor Arterial	Principal Arterial
Liberty Lake Rd.	I-90 to Country Vista Dr.	Minor Arterial	Principal Arterial
Liberty Lake Rd.	Country Vista Dr. to Sprague	Major Collector	Minor Arterial
Country Vista Dr.	Liberty Lake Rd., west to I-90 off-ramp	Minor Arterial	Principal Arterial
Country Vista Dr.	Liberty Lake Rd. to Mission Ave.	Major Collector	Minor Arterial
Country Vista Dr.	Mission Ave. to Country Vista Blvd.	Local	Major Collector
Country Vista Blvd.	Mission Ave. to Appleway Ave.	Local	Major Collector
Molter Rd.	Country Vista Dr. to Appleway Ave.	Major Collector	Minor Arterial
Mission Ave	Country Vista Dr. to east City boundary	Major Collector	Minor Arterial
Mission Ave.	Harvard Rd. to west City boundary	Major Collector	Minor Arterial
Indiana Ave.	Harvard Rd. to west City boundary	Local	Major Collector
Kramer Pkwy.	Country Vista Dr. to Mission Ave.	Local	Minor Arterial
Kramer Pkwy.	Mission Ave. to Indiana Ave.	New Road	Collector

Active Transportation

The active transportation network includes all non-motorized facilities including sidewalks and other pedestrian facilities, bicycle facilities, and recreational trails. The non-motorized network can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands.

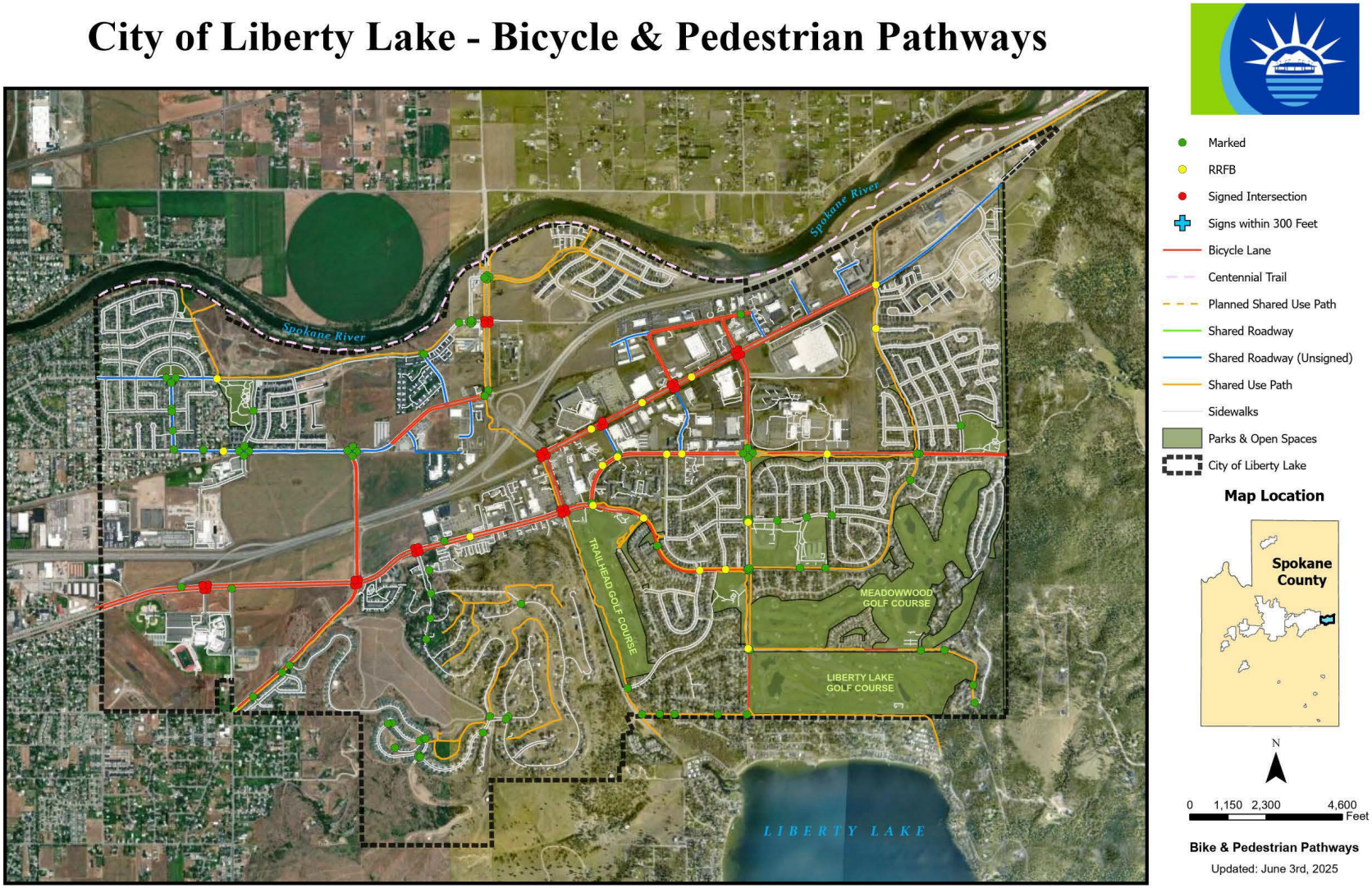
The City of Liberty Lake has a robust active transportation network that includes sidewalks, multimodal pathways, and bike lanes. **Figure 9.7** details the existing network of bicycle and pedestrian facilities within the City.

In addition to the bicycle and pedestrian network within the City limits, a segment of the Centennial Trail, which runs along the Spokane River from the City of Spokane to Coeur d'Alene, extends along the entire northern boundary of the City.

Bicycle and pedestrian projects, as well as an idea for a city wayfinding program, are outlined in **Appendix "J"** – Bicycle Expansion and Wayfinding.

The City is currently preparing a Sidewalk Master Plan (SWMP) to guide the long-term maintenance, repair, and expansion of the sidewalk network. Work completed to date includes a comprehensive inventory and condition assessment of existing sidewalks, identification of network gaps, and evaluation of connectivity to key destinations such as schools, parks, transit facilities, and commercial areas. A data-driven prioritization framework has been developed based on factors including safety, equity, proximity, network connectivity, and cost-effectiveness to support the identification of priority improvements. The planning process has also evaluated potential repair and maintenance approaches, as well as a range of funding mechanisms to support implementation. The SWMP is being developed through a stakeholder-driven and community-informed process and will provide strategies and recommendations to support a safe, accessible, and connected pedestrian network upon completion.

Figure 9.7 Liberty Lake Bicycle & Pedestrian Pathway Map



Transit & Paratransit Network

The City of Liberty Lake is served by regional public transportation provided by the Spokane Transit Authority (STA), which offers a combination of local, express, and regional bus services connecting the community to Spokane Valley, downtown Spokane, and other key destinations. Transit service within the City includes routes that provide access to residential neighborhoods, commercial areas, employment centers, and regional transportation hubs such as park-and-ride facilities and the Spokane International Airport.

Public transit service in Liberty Lake is designed to support both local circulation and regional commuting, with a mix of fixed-route and express options. Some routes focus on connecting neighborhoods within the City and nearby areas, while others provide more direct service to major employment and activity centers, including downtown Spokane and local business campuses.

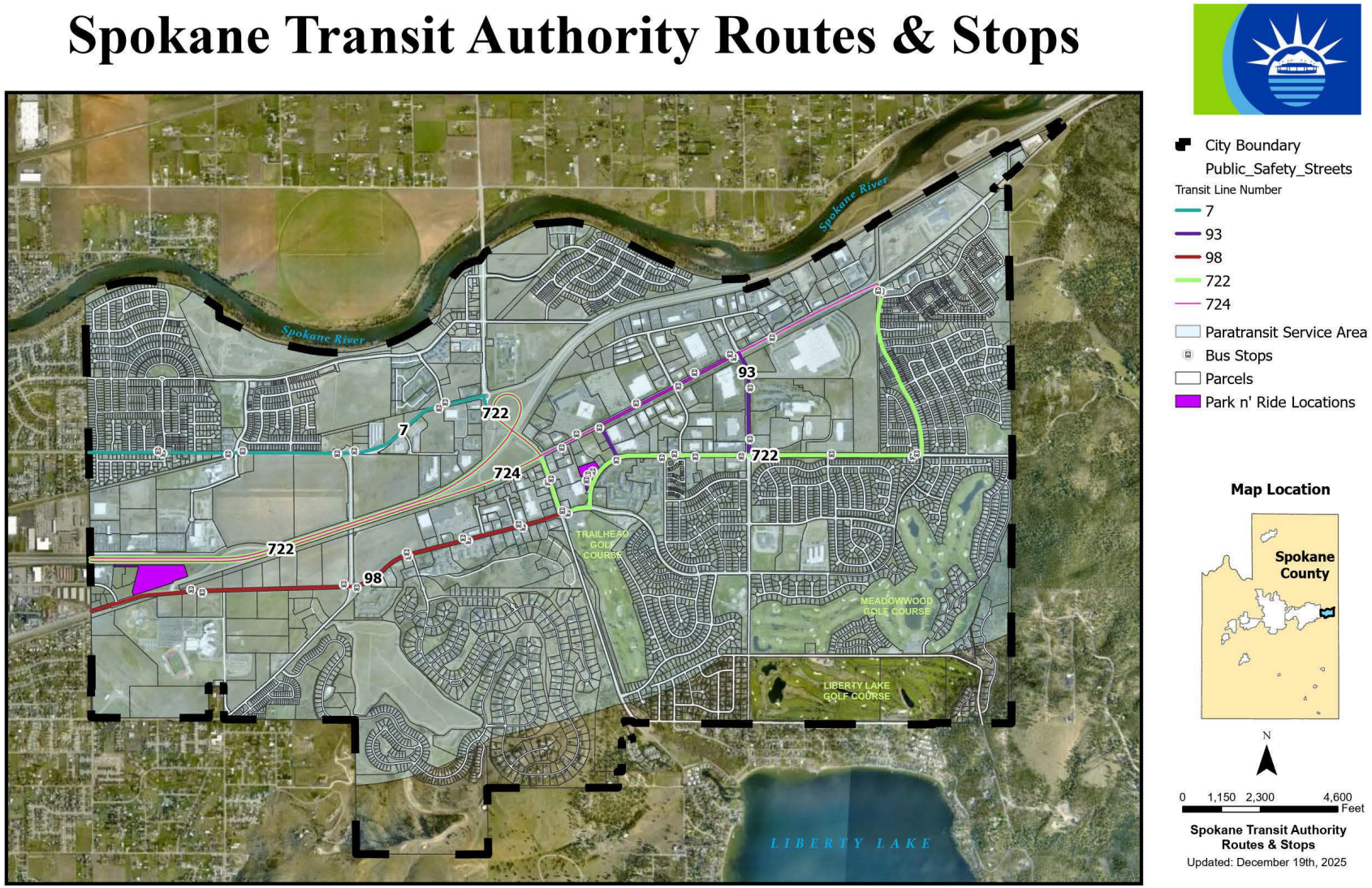
In addition to fixed-route bus service, STA provides paratransit services for individuals whose disabilities prevent them from using standard transit options. These services are generally available within a defined proximity to established transit routes, ensuring broader accessibility to public transportation.

STA's Connect 2035 lays out a vision for future, expanded transit service in Liberty Lake to include:

- Extending the Sprague Avenue High Performance Transit (HPT) Route 9.
- Piloting a new Mobility-on-Demand service (like Uber or Lyft with multi-passenger vehicles).
- Expanding HPT service in the I-90 corridor between Liberty Lake and the Spokane International Airport, to include a new Park and Ride Facility on Country Vista, north of Ridgeline Highschool's ballfields.

Figure 9.8 displays existing fixed route transit services within the City limits, and the area where paratransit services are currently available. It also shows the location of the existing Mission Avenue Park and Ride Facility, and the proposed Park and Ride planned in support of the I-90 HPT service.

Figure 9.8 Map of STA Transit Services & Facilities in Liberty Lake



Air Travel & Freight

Spokane International Airport, the second largest airport in the State of Washington, is a publicly owned airport located 21 miles west of Liberty Lake that serves as the primary hub for air travel and air freight transport in the region. Commercial air service is provided by seven airlines and three air cargo carriers, and as of 2023, the airport serves over 4 million passengers per year. Felts Field, located 14 miles west of Liberty Lake in the City of Spokane, is an active general aviation relief airport managed by Spokane International Airport, with two paved runways and a turf landing strip.

I-90 serves as the primary regional and interstate freight route. Commonly used freight routes within the City include: Harvard Road, north of I-90 to the City limits; Liberty Lake Road, south of I-90 to Country Vista Drive; Country Vista Drive, west from Liberty Lake Road to the Green Acres flyover; Appleway Avenue, west of the Green Acres Flyover to the City limits; and, Appleway Avenue, from Liberty Lake Road to the eastern City limits. There is no rail service within the City of Liberty Lake.

D. City Design Standards

Complete Streets

Complete streets are designed to be safe, accessible, and convenient for all users, including pedestrians, cyclists, transit riders, and motorists of all ages and abilities. This approach balances the needs of different users through features like sidewalks, bike lanes, and safe crosswalks, as well as amenities such as landscaping, traffic calming features, and public art, to provide connected, integrated, and safe alternative modes of transportation. It is an approach to making our transportation system work for all of us, while promoting health, safety and sustainability.

Complete street designs ensure that decision-making processes consider all users of public right-of-way, providing accommodations for pedestrians, bicyclists, transit, motorists, emergency responders and freight, as appropriate, for community need and context.

Liberty Lake's current development code and engineering design standards include requirements for pedestrian and bicycle facilities on all new and expanded streets (both public and private) within the City limits. Those standards apply both to City projects, and improvements required by developers on public and private streets. Additionally, street trees and pedestrian amenities are addressed within the development code, as well as transit stops and amenities for new developments along transit routes.

While current code incorporates Complete Street principles, the City of Liberty Lake has never formally adopted a Complete Street ordinance. Adopting a complete street ordinance that integrates and formalizes existing complete street requirements already imbedded in the City code and standards into a unified policy would significantly enhance the City's eligibility for numerous state and federal transportation grants by guiding the planning, development and implementation of transportation infrastructure projects citywide.

Safety

One benefit of the City's Complete Streets standards is that they help make roads safer for everyone. These standards are used on City streets and are designed to support drivers, pedestrians, bicyclists, and other users. By designing streets for all types of travel, the City can reduce crashes and lower the risk of serious injuries and fatalities.

Within the City of Liberty Lake, there is one road segment identified in the Spokane Regional Transportation Council's (SRTC) Spokane Regional Safety Action Plan as a targeted corridor. This segment is Mission Avenue, north of Interstate 90, between the Harvest Parkway roundabout and the Kramer Parkway roundabout.

While there are no specific plans for this road segment, there are planned frontage improvements for an adjacent and connecting road segment which runs from the Harvest Parkway roundabout to the western city limits. These improvements are planned for the summer of 2026 and include filling in gaps where sidewalks are missing and adding a bike lane. Completing the sidewalk network will improve safety and accessibility for pedestrians and help address existing safety concerns in the area.

E. Level of Service Standards

Level of Service (LOS) is a quantitative or qualitative measure of transportation system operations and helps to identify when improvements are needed to the system.

Vehicle Level of Service

Vehicular performance at intersections is often defined by the concept of intersection Level of Service (LOS). LOS is defined by average vehicle delay (seconds per vehicle) and is associated with a letter grade on a scale from A (free flowing traffic) to F (intersection failure, major delays). Qualitatively, these ratings are described as follows:

- A – free flow operation;
- B – reasonably unimpeded operation;
- C – stable operation;
- D – small increases in flow may cause substantial delay;
- E – operates with significant delays; and,
- F – operates with extremely slow speeds and/or intersection failures.

Quantitatively, vehicle level of service is most commonly measured by intersection level of service, which is classified by the seconds of delay at an intersection. The range of delay used in classification differs somewhat between signalized and unsignalized intersections, as shown in **Figure 9.9**.

Figure 9.9 Intersection Level of Service

Level of Service	Unsignalized Intersection Average Delay (sec/veh)[1]	Signalized Intersection Average Delay (sec/veh)
A	0 -10	0 - 10
B	10 - 15	10 – 20
C	15 – 25	20 – 35
D	25 - 35	35 – 55
E	35 - 50	55 – 80
F	> 50	> 80

[1] Reported for the worst performing movement for minor stop control, reported as the overall intersection for all-way stop-control.

The City of Liberty Lake's adopted intersection level of service standard is an LOS D for signalized intersections, and an LOS E for unsignalized intersections. This LOS standard is consistent with the County-wide planning policy contained in Spokane County's current Comprehensive Plan.

The level of service standard for a roundabout is measured as a volume to capacity ratio (v/c). Liberty Lake has adopted an LOS standard of less than 90% volume to capacity (< 0.9 v/c). This is consistent with WSDOT adopted LOS for roundabouts.

Multi-Modal Level of Service

As per RCW 36.70A.070, a multi-modal level of service (MMLOS) standard is required for all locally owned arterials, locally and regionally operated transit routes, and active transportation facilities. For state-owned transportation facilities, such as Highways of Statewide Significance (HSS) like Interstate 90, a MMLOS standard is required, although WSDOT has not adopted one (as of the time of this writing).

MMLOS standards can be either quantitative or qualitative. Quantitative MMLOS standards can vary from level of stress ratings (such as the one adopted by Bainbridge Island) to quite complex with a multivariate scoring system for different neighborhood contexts (such as one adopted by Bellingham).

Qualitative or binary MMLOS standards also exist throughout the state (Kent looks at minimum standards in different areas of the City for pedestrian LOS and transit LOS, with a more elaborate minimum standard for bicycle LOS, depending on speed limit, traffic volume, bicycle facility type.)

The Spokane Regional Transportation Council (SRTC) has published example level of service performance metrics for a variety of modes, including pedestrian, bicycle, and transit. The city may evaluate the use of these metrics when looking at ways to better describe levels of service for facilities within the city.

At present, the City of Liberty Lake requires bicycle and pedestrian facilities on all collectors and arterials. The standard requirement is sidewalks and bike lanes on both sides of the street, while allowing a multimodal pathway to be provided in lieu of bike lanes and sidewalks on the same side of the street.

Regarding transit LOS, all STA fixed transit routes are located on collectors and arterials within the City limits. Since STA has not adopted an MMLOS for transit, it is proposed that Liberty Lakes MMLOS for all collectors and arterials be the provision of sidewalks and bike facilities meeting the City's engineering design standards, on both sides of a collector or arterial street.

F. Transportation Network Analysis

As noted in the introduction to this Chapter, the City undertook the ***Liberty Lake Transportation Network Analysis Update***, in order to evaluate current traffic conditions and forecast future traffic volumes and network function. The Network Analysis modeled the current and future transportation network in order to evaluate network performance and identify short-term and long-term mitigations to the system. The results of this analysis are summarized below, with the full document included in **Appendix I**.

Methodology & Land Use Assumptions

The Network Analysis modeled the current and future transportation network, based upon Liberty Lake's projected changes in land use, population, and employment over the 20-year planning horizon.

The study area for this analysis includes major roadways and intersections within the City boundaries. Current traffic volumes were collected on segments of the major roadways within the network, which included the following:

- Country Vista Drive;
- Liberty Lake Road;
- Harvard Road;
- Appleway Avenue;
- Mission Avenue (both north and south of the I-90 corridor);
- Molter Roadway; and
- Kramer Parkway.

There were also 23 major intersections where turning movement data was collected. **Figure 9.10** details the study intersections, and the existing intersection control at those intersections.

Figure 9.10 Study Area Intersections

#	Intersection	Existing Intersection Control
1	I-90 WB Off Ramp / E Country Vista Dr	Stop-Controlled SB
2	N Kramer Pkwy / E Country Vista Dr	Signal
3	N Legacy Ridge Drive / E Country Vista Dr	Signal
4	E Mission Ave / N Harvard Rd	Roundabout
5	N Harvard Rd / I-90 WB On Ramp	Free
6	N Liberty Lake Rd / Appleway Ave	Signal
7	N Liberty Lake Rd / E Country Vista Dr	Signal
8	E Mission Ave / E Country Vista Dr	Stop-Controlled SB
9	N Signal Dr / E Appleway Ave	Signal
10	N Madson St / E Appleway Ave	Signal
11	N Molter Rd / E Appleway Ave	Signal

12	N Molter Rd / E Mission Ave	Roundabout
13	E Mission Ave / N Harvest Pkwy	Roundabout
14	N Country Vista Blvd / E Appleway Ave	Stop-Controlled NB
15	E Mission Ave / N Country Vista Blvd	All Way Stop-Controlled
16	N Molter / E Country Vista Dr	All Way Stop-Controlled
17	E Sprague Ave / N Molter Rd	All Way Stop-Controlled
18	E Mission Ave / Kramer Pkwy	Roundabout
19	N Harvard Rd / E Indiana Ave	Signal
20	N Harvard Rd / E Wellington Pkwy	Stop-Controlled EB/WB
21	E Mission Ave / N Signal Dr	Stop-Controlled NB/SB
22	E Mission Ave / N Madson St	Stop-Controlled SB
23	E Country Vista Dr / Ridgeline HS signal	Signal

Growth assumptions set the stage for forecasting future traffic volumes at study area intersections and thus understanding transportation system deficiencies. Parametrix conducted an analysis of growth assumptions for both short-term (2028) and long-term (2046) conditions. The primary sources of information to determine the growth assumptions included information about pending and planned developments provided directly by City staff, the Liberty Lake Land Capacity Analysis (February 2025), and socioeconomic forecasts provided within the SRTC regional travel demand model (SRTC model).

The SRTC model was used to develop traffic volume forecasts for 2046 conditions within the City. The SRTC model is a region-wide forecasting tool covering the greater Spokane area from the City of Airway Heights on the west to the City of Liberty Lake on the east. Because of the regional setting of the SRTC model, refinements were made to target results for the smaller scale of this study. Refinements included updates and modifications to base year and horizon year roadway network representations and land use assumptions. For example, Kramer Parkway bridge over I-90 was added in the base year network.

The SRTC model divides the region into smaller areas called traffic analysis zones (TAZs). Each TAZ includes estimates of population, households, and jobs. First, these numbers were adjusted to better match current conditions. Then, future population and employment estimates were updated based on the City's land use plans, zoning, and expected development. Finally, because some TAZs in the City are quite large, extra connection points were added within them to better represent how people travel within smaller areas, essentially creating smaller, "virtual" TAZs within the larger ones. **Figure 9.11** and **Figure 9.12** show the virtual TAZ splits, including households and employment, for the refined SRTC model for 2024 and 2046.

Figure 9.11 2024 Refined SRTC TAZ MAP

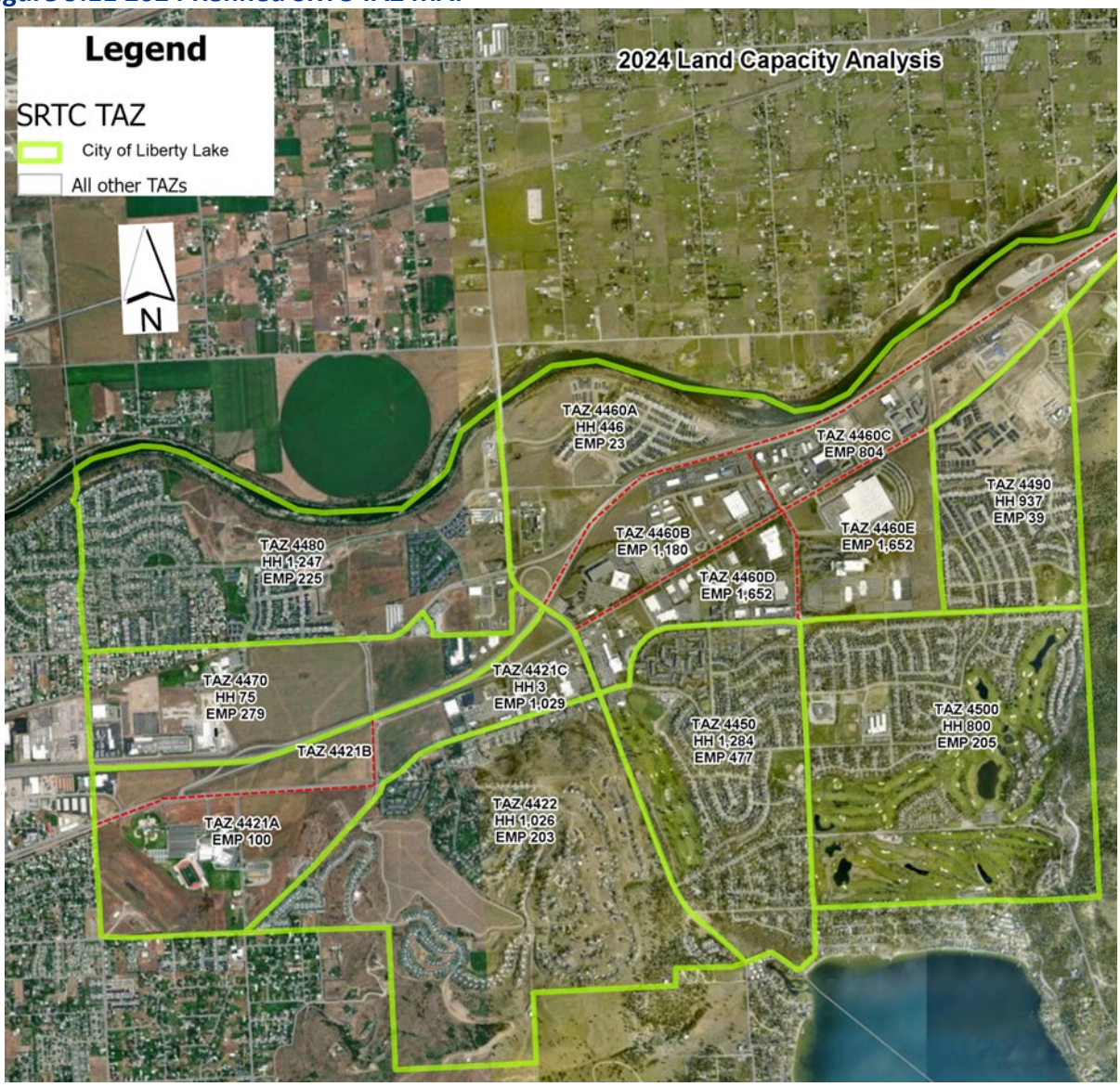
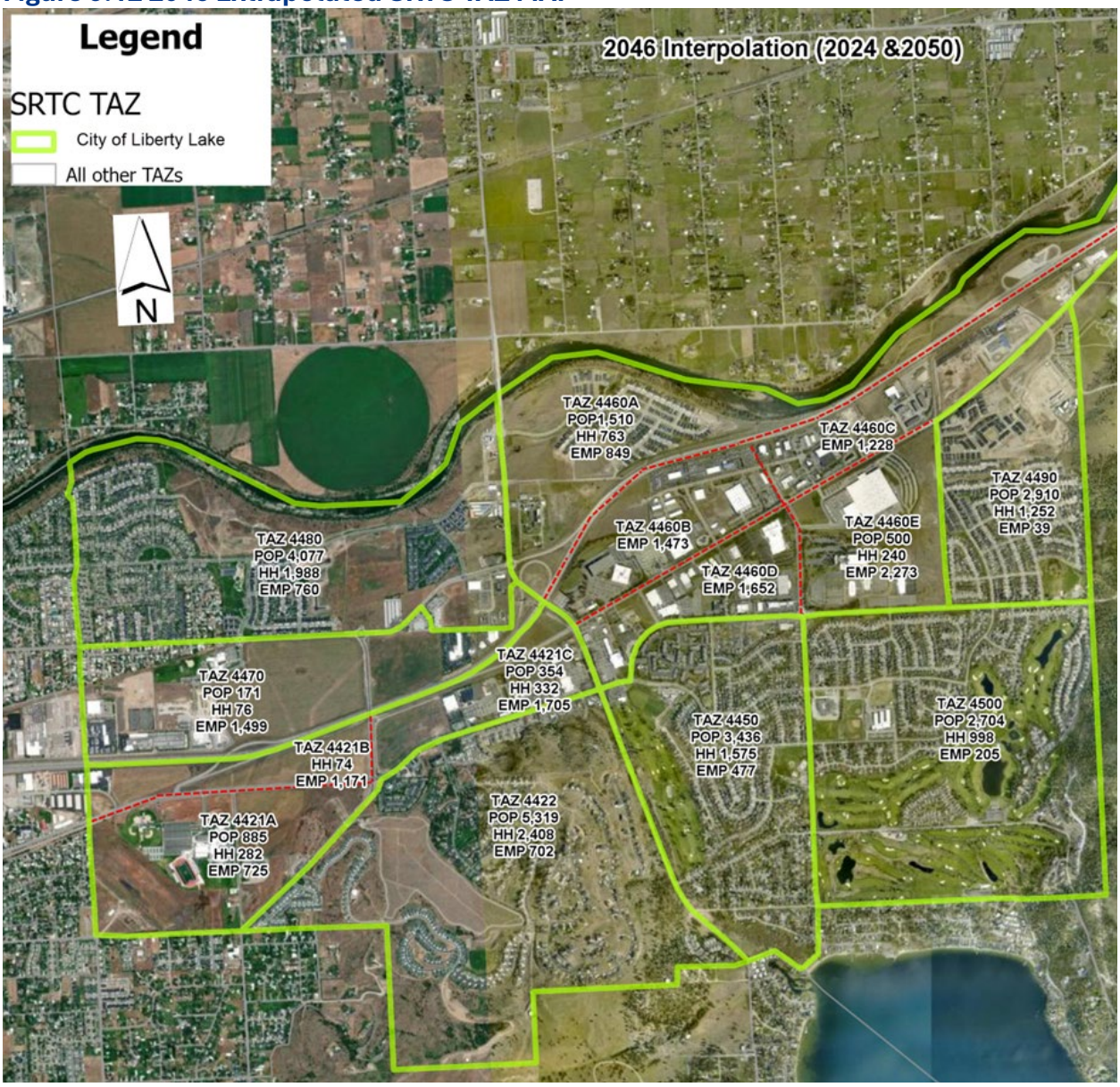


Figure 9.12 2046 Extrapolated SRTC TAZ MAP



Parametrix incorporated all this information to refine the SRTC model and generate long-term traffic forecasts within the City of Liberty Lake.

Short-Term Growth (2028)

Parametrix worked closely with City staff to develop assumptions about pending or likely developments in the City within the next three years. Sixteen development areas were identified citywide and included known or ongoing development and more generic land use growth assumptions for areas likely to develop but where specific plans are unclear or not available at this time.

Parametrix conducted a trip generation analysis to estimate the number of trips new developments would add to city roadways. For each future development, trip generation was calculated for the AM peak hour and the PM peak hour. The trip generation calculation is

derived from the square footage or number of dwelling units of a given development. A build-out adjustment was applied to developments that were anticipated to be partially constructed by 2028.

In all, the assumed developments added 1,604 new AM peak hour trips, 2,206 new PM peak hour trips, and 26,511 new daily trips to the Liberty Lake roadway network. Note that a single trip is from an origin to a destination and may go through multiple intersections. Parametrix then distributed the peak hour trips throughout the road network.

Long-Term Growth (2046)

For long-term growth projections, Parametrix used data from the City of Liberty Lake and the SRTC model to analyze the projected population and employment growth in the City. The SRTC model has a base year of 2022 and a forecast year of 2050. Parametrix used 2024 as a base year and interpolated population and employment data for the analysis year of 2046. Parametrix worked closely with City staff to understand the planned and projected growth patterns for employment and housing in the City.

Operational Analysis

Parametrix performed an operational analysis on each of the study intersections within Liberty Lake. Intersections were analyzed for three time periods: existing conditions (2025), short-term (2028) and long-term (2046). Mitigation analyses were conducted for short-term (2028) and long-term (2046) conditions.

Parametrix calculated LOS for signalized and stop-controlled intersections utilizing the Intersection Level of Service standards detailed in **Figure 9.9**. In this analysis, mitigations were recommended when intersection performance fell below LOS D. Parametrix also analyzed roundabout intersections, reporting level of service and average delay based upon volume to capacity ratios, identifying those with volume-to-capacity ratios above 0.9.

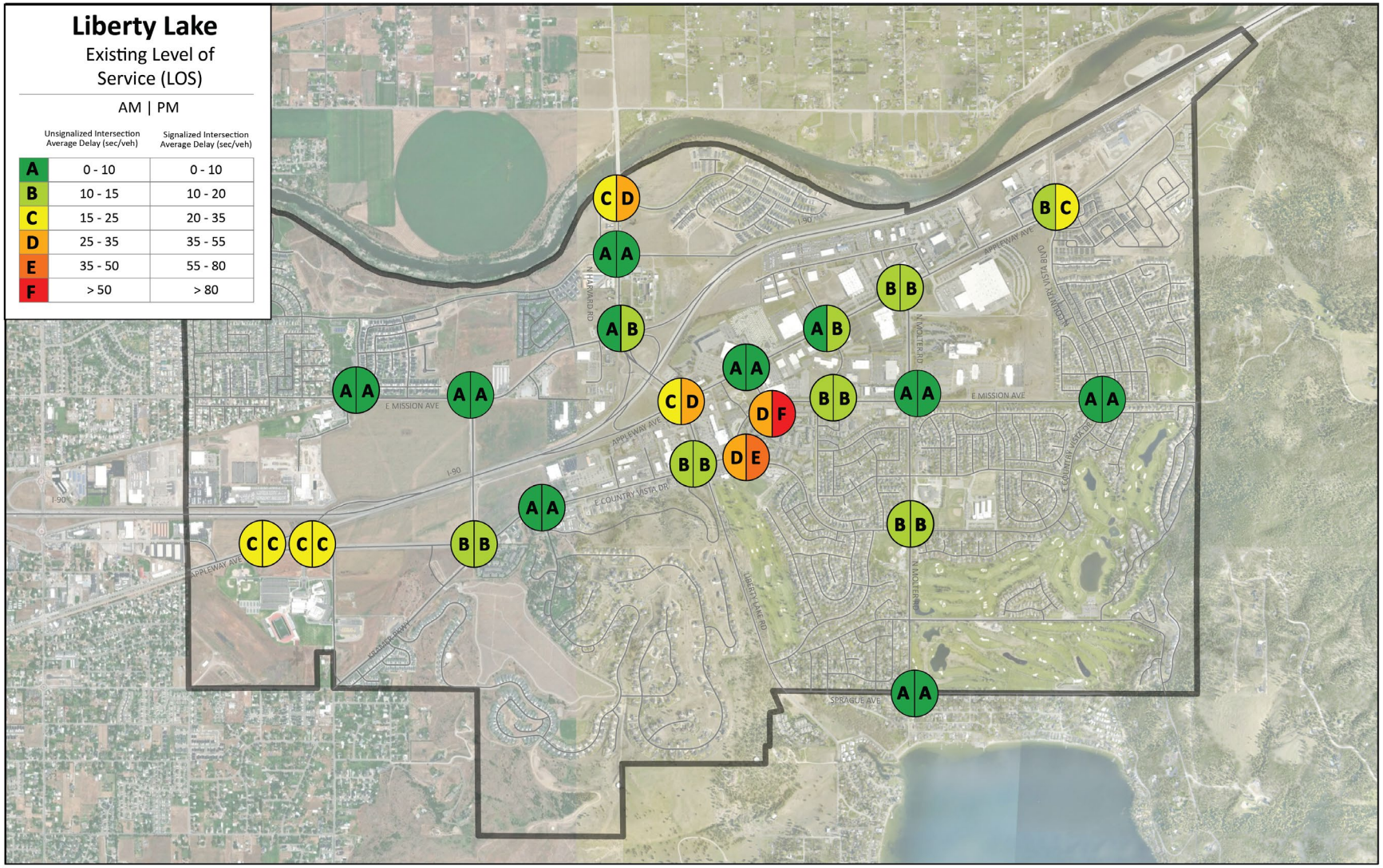
Current Level of Service

In the existing conditions analysis, all study intersections operate at LOS D or better in the AM peak hour. Most intersections operate at LOS D or better in the PM peak hour except for the following:

- E Mission Ave / E Country Vista Dr (intersection 8): the southbound stop-controlled left turn lane operates at LOS E.
- E Mission Ave/N Signal Dr (intersection 21): the southbound stop-controlled approach operates at LOS F.

Figure 9.13 shows the existing level of service for AM and PM peak hours at each of the study intersections. For each study intersection, the a.m. level of service is depicted in the left half of the circle, and the p.m. peak level of service is depicted in the right half of the circle.

Figure 9.13 Existing Level of Service Map (2025)



Short-Term Level of Service (2028)

In the short-term (2028) operational analysis, all study intersections operate at LOS D or better in the AM peak hour except for the following:

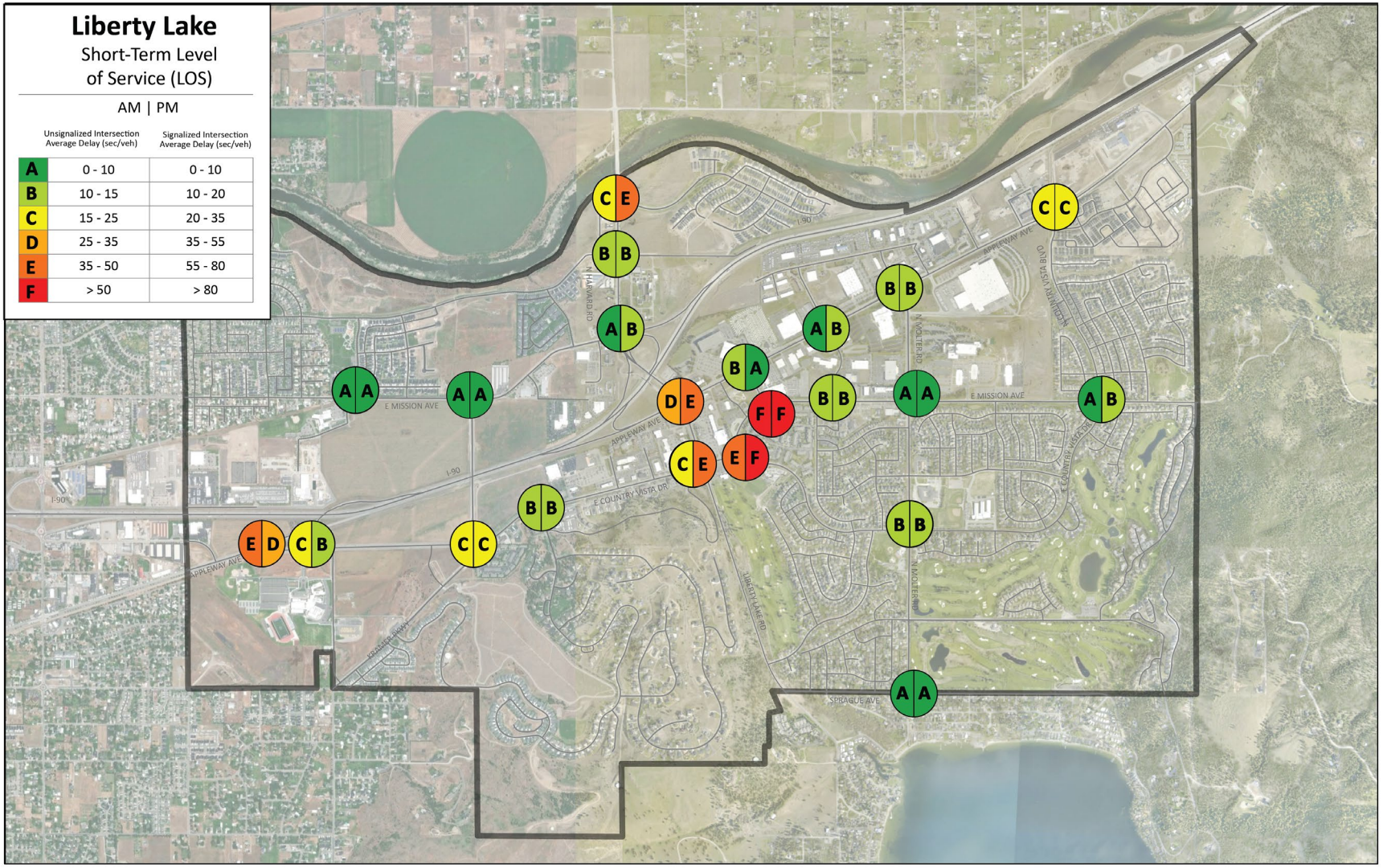
- I-90 WB Off Ramp / E Country Vista Dr (intersection 1): the southbound stop-controlled left turn lane operates at LOS E.
- E Mission Ave / E Country Vista Dr (intersection 8): the southbound stop-controlled left turn lane operates at LOS E.
- E Mission Ave/N Signal Dr (intersection 21): the southbound stop-controlled approach operates at LOS F.

All study intersections operate at LOS D or better in the PM peak hour except for the following:

- N Liberty Lake Rd / Appleway Ave (intersection 6): the intersection operates at LOS E.
- N Liberty Lake Rd / E Country Vista Dr (intersection 7): the intersection operates at LOS E.
- E Mission Ave / E Country Vista Dr (intersection 8): the southbound stop-controlled left turn lane operates at LOS F.
- N Harvard Rd/E Wellington Pkwy (intersection 20): the westbound stop-controlled left turn lane operates at LOS E.
- E Mission Ave/N Signal Dr (intersection 21): the southbound stop-controlled approach operates at LOS F.

Figure 9.14 shows the projected level of service in 2028 for AM and PM peak hours at each of the study intersections.

Figure 9.14 Short-Term Level of Service Map (2028)



Short-Term, Planned Improvements

Identified, short-term (2028) mitigations are shown in **Figure 9.15**.

Figure 9.15 Preferred Short-term (2028) Mitigations

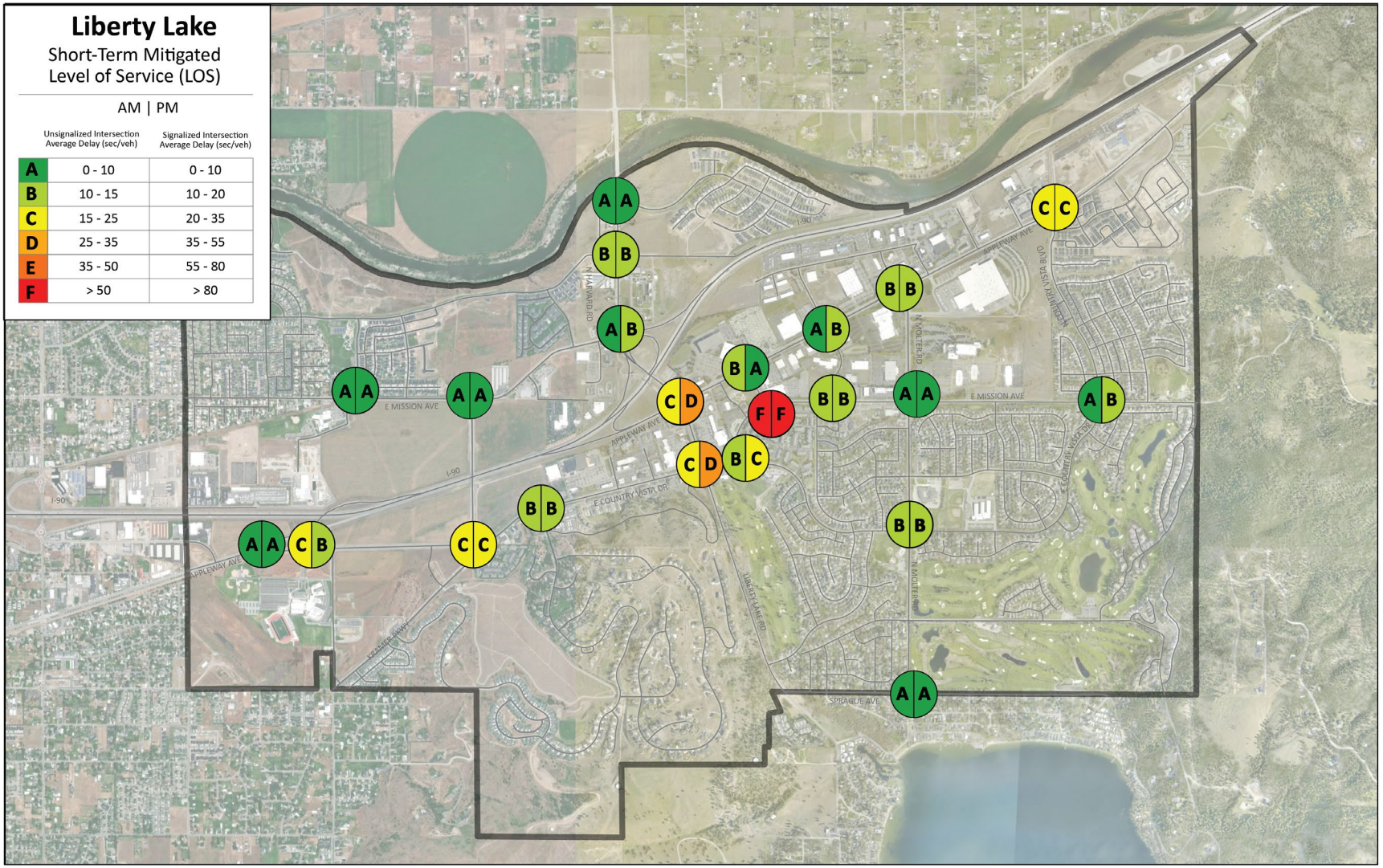
#	Intersection	Preferred Short-Term (2028) Mitigations	LOS (Delay in sec/veh)	
			AM	PM
1	I-90 WB Off Ramp / E Country Vista Dr	Multi-Lane Roundabout[1]	A (6)	A (6)
		Signal[1]	15 (B)	19 (B)
6	N Liberty Lake Rd / Appleway Ave	WBR Overlap Phase	C (32)	D (45)
7	N Liberty Lake Rd / E Country Vista Dr	Dual EBL Turn Lanes	C (25)	D (45)
8	E Mission Ave / E Country Vista Dr	Restrict SBL Turns	B (12)/SBR	C (16)/SBR
20	N Harvard Rd / E Wellington Pkwy	Developer Driven Multi-Lane Roundabout	A (4)	A (3)
		Developer Driven Signal	A (6)	A (6)
21	E Mission Ave / N Signal Dr	No-Build	F (>50)/SB	F (>50)/SB

[1]*Preferred mitigation to be determined in coordination with WSDOT.*

It should be noted that several mitigation options were evaluated for intersection at Mission Avenue and Signal drive, including restricting southbound left and through movements, signalization, and the construction of a roundabout. Because the northwest corner of this intersection encompasses an undeveloped portion of the City-owned Town Square Park, it was determined that the appropriate mitigation was best evaluated as part of the development plans for that site.

LOS for the short-term (2028) mitigated conditions is shown in **Figure 9.16**.

Figure 9.16 Short-Term Mitigated Level of Service Map (2028)



Long-Term Level of Service (2046)

The long-term (2046) analysis assumed the construction of the short-term (2028) preferred mitigations shown in **Figure 9.15.** In the long-term analysis, all study intersections operate at LOS D or better in the AM peak hour except for the following:

- E Mission Ave / N Harvard Rd (intersection 4): the intersection has a V/C ratio greater than 0.9.
- N Kramer Pkwy / E Country Vista Dr (intersection 2): the intersection operates at LOS E.
- N Country Vista Blvd / E Appleway Ave (intersection 14): the northbound stop-controlled left turn lane operates at LOS E.
- E Mission Ave/N Signal Dr (intersection 21): the southbound stop-controlled approach operates at LOS F.

All study intersections operate at LOS D or better in the PM peak hour except for the following:

- E Mission Ave / N Harvard Rd (intersection 4): the intersection operates at LOS E and has a V/C ratio greater than 0.9.
- N Liberty Lake Rd / Appleway Ave (intersection 6): the intersection operates at LOS E.
- N Liberty Lake Rd / E Country Vista Dr (intersection 7): the intersection operates at LOS E.
- N Country Vista Blvd / E Appleway Ave (intersection 14): the northbound stop-controlled left turn lane operates at LOS F.
- E Mission Ave/N Signal Dr (intersection 21): the southbound stop-controlled approach operates at LOS F.

Figure 9.17 shows the projected level of service in 2046 for AM and PM peak hours at each of the study intersections.

The preferred long-term (2046) mitigations are shown in **Figure 9.18**. Please note that two solutions are evaluated for the Mission/ Signal Avenue intersection, the preferred solution will need to be identified in conjunction with the development of the northwest corner of the intersection.

Multi-Modal Level of Service (MMLOS) long-term needs (10 years) include filling gaps where sidewalks do not currently exist, as identified in the Liberty Lake Sidewalk Master Plan. Funding for MMLOS upgrades may be achieved through a variety of mechanisms, including securing grant funding, incorporating improvements into regularly scheduled roadway reconstruction projects, and utilizing other funding strategies outlined in the Liberty Lake Sidewalk Master Plan. Implementation of MMLOS upgrades will proceed as funding is secured through these various sources.

LOS for the long-term (2046) mitigated conditions are shown in **Figure 9.19**.

Figure 9.17 Long-Term Level of Service Map (2046)

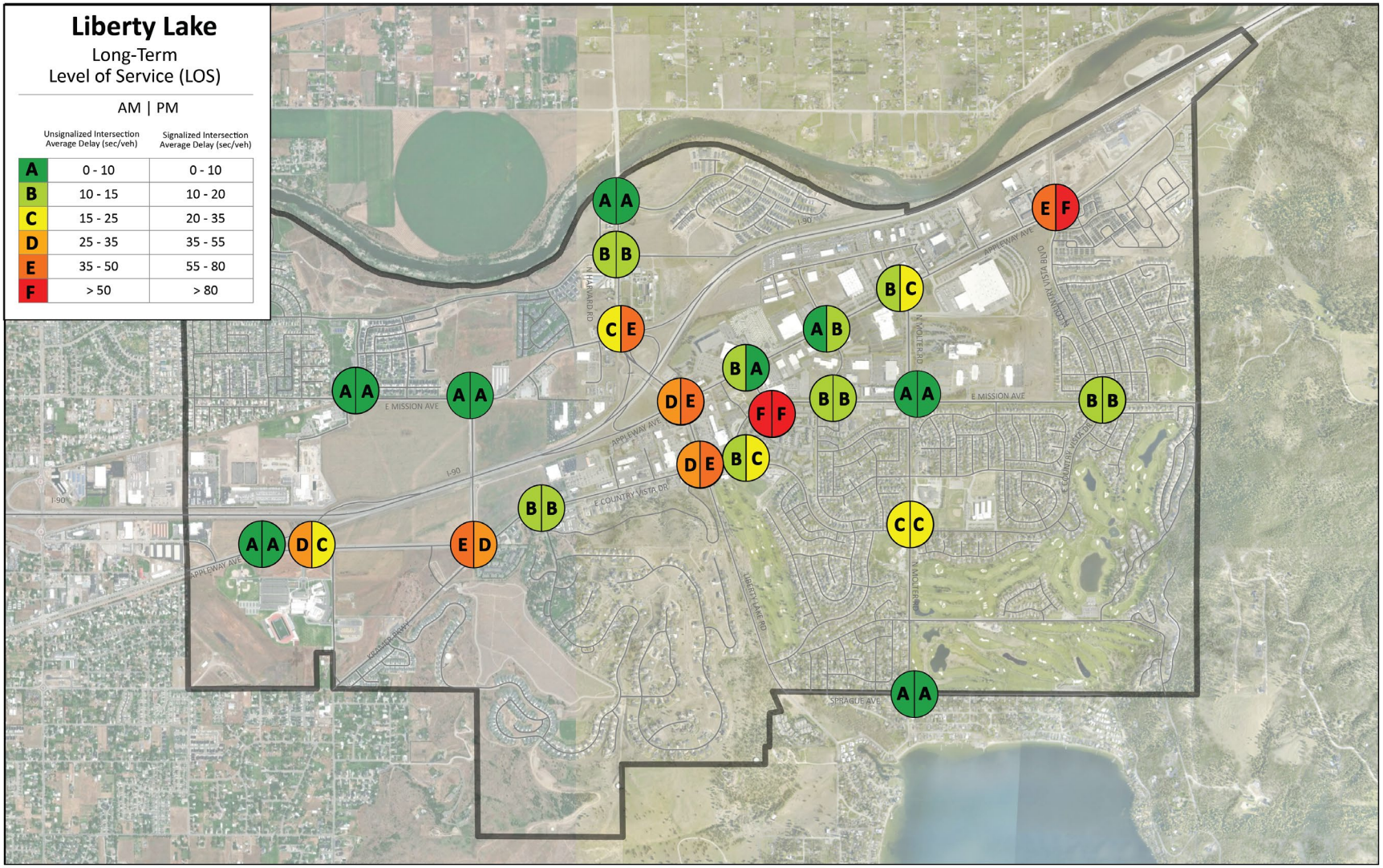
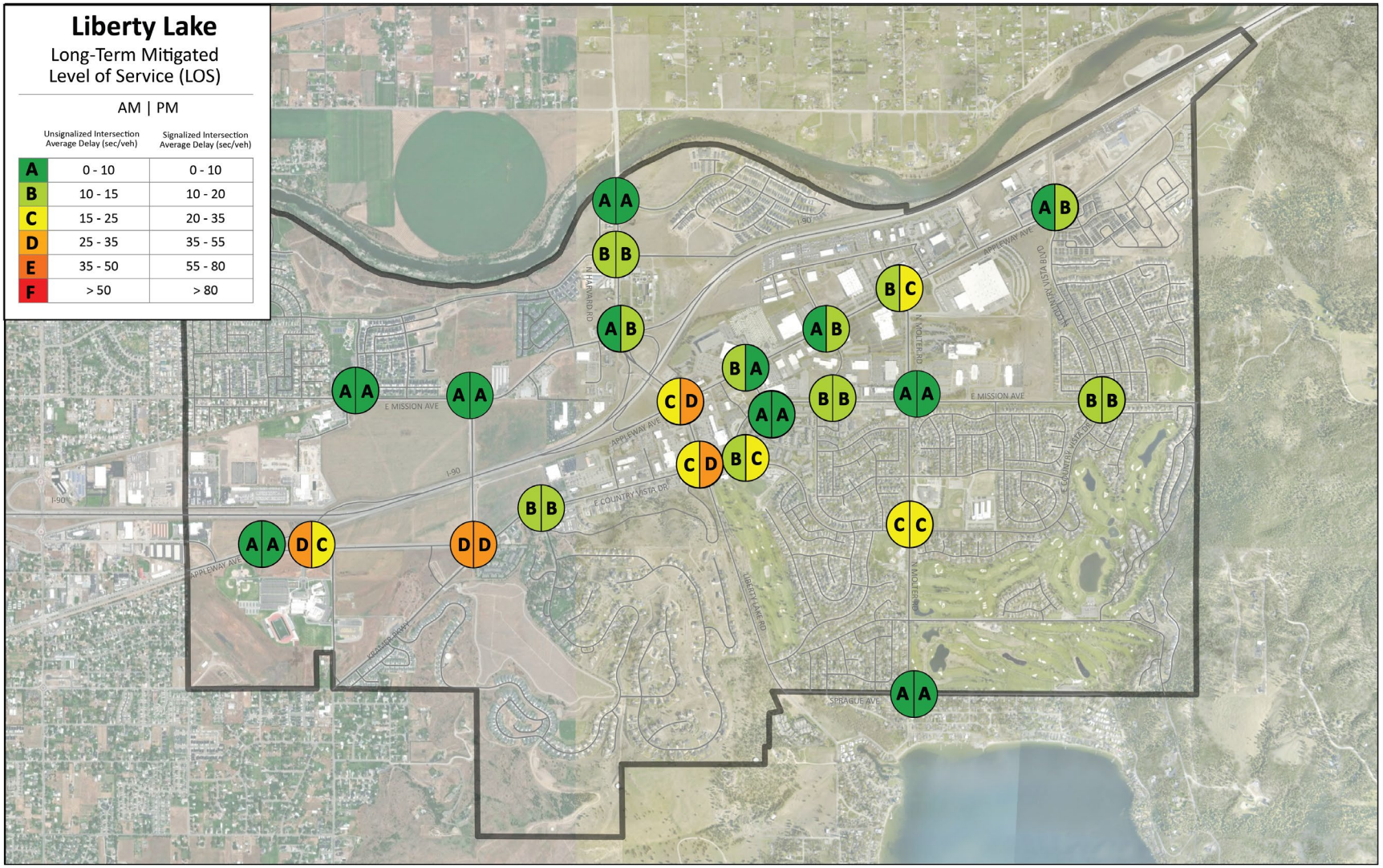


Figure 9.18 Preferred Long-Term (2046) Mitigations

#	Intersection	Preferred Long-Term (2046) Mitigations	LOS (Delay in sec/veh)	
			AM	PM
2	N Kramer Pkwy / E Country Vista Dr	Increase Cycle Length and Adjust Signal Timings	D (41)	D (45)
4	E Mission Ave / N Harvard Rd	Expand Roundabout: Two-Lane SB & EB Approaches /Exits, Two Lane WB Approach, and Two Exit Lanes on NB Approach	A (8)	B (11)
6	N Liberty Lake Rd / Appleway Ave	Dual SBL and Dual WBL Turn Lanes	C (29)	D (43)
7	N Liberty Lake Rd / E Country Vista Dr	Separate SBR Turn Lane and SBR Overlap Phase	C (29)	D (43)
14	N Country Vista Blvd / E Appleway Ave	Signalize Intersection	A (8)	B (13)
21	E Mission Ave / N Signal Dr	Roundabout	A (4)	A (5)
		Signal	A (7)	A (8)

Figure 9.19 Long-Term Mitigated Level of Service Map (2046)



Summary of Proposed Transportation Mitigations

Proposed short-term and long-term mitigations, and their cost estimates are summarized in **Figure 9.20**, for inclusion in the City's 20-year Capital Facilities Plan. Detailed breakdowns of the cost estimates for each project are included in **Appendix I,** *The Liberty Lake Transportation Network Analysis Update*.

Figure 9.20 Transportation Mitigation Summary

Intersection	Mitigation	Cost (In 2025 Dollars)
Short-Term (2028)		
I-90 WB Off Ramp / E Country Vista Dr	Multi-lane roundabout/signal[1]	$2,863,000/ $1,180,000
N Liberty Lake Rd / Appleway Ave	WBR Overlap Phase	$12,000
N Liberty Lake Rd / E Country Vista Dr	Dual EBL Turn Lanes	$932,000
E Mission Ave / E Country Vista Dr	Restrict SBL Turns	$6,000
N Harvard Rd / E Wellington Pkwy	Multi-Lane Roundabout/ Signal	$2,102,000/ $1,561,000
E Mission Ave / N Signal Dr	No-Build[2]	--
Long-Term (2046)		
N Kramer Pkwy / E Country Vista Dr	Increase Cycle Length and Adjust Signal Timings	$12,000
E Mission Ave / N Harvard Rd	Expand Roundabout: Two-Lane SB & EB Approaches /Exits, Two Lane WB Approach, and Two Exit Lanes on NB Approach	$2,058,000
N Liberty Lake Rd / Appleway Ave	Dual SBL and Dual WBL Turn Lanes	$1,158,000
N Liberty Lake Rd / E Country Vista Dr	Separate SBR Turn Lane and SBR Overlap Phase	$1,158,000
N Country Vista Blvd / E Appleway Ave	Signalize Intersection	$1,193,000
E Mission Ave / N Signal Dr	Roundabout or signal[2]	$2,102,000/ $1,561,000

[1] *To be determined in coordination with WSDOT*

[2] *To be determined in conjunction with Town Square Park development*

G. Concurrency

Concurrency is a core requirement of the Growth Management Act (GMA) and ensures that transportation facilities and services are provided in a timely manner to support new development. Under the GMA, transportation improvements or strategies necessary to accommodate development impacts must be in place at the time of development, or a financial commitment must exist to complete the improvements within six years. Transportation is the only concurrency element that allows denial of a development proposal if its impacts would cause the system to fall below adopted level of service (LOS) standards.

Accordingly, new development must provide or fund proportionate improvements or strategies sufficient to address its impacts within the required timeframe. Local jurisdictions are also required to plan for the correction of existing transportation deficiencies and to bring facilities and services into compliance with locally adopted LOS standards. Developers are not required to correct pre-existing deficiencies. Where meeting adopted LOS standards is not feasible, jurisdictions may need to reconsider comprehensive plan goals, policies, or LOS standards in a manner that continues to implement the community's long-term vision.

The City of Liberty Lake's transportation concurrency system is based on periodic updates to the City's Transportation Network Analysis, generally conducted every five years. The Network Analysis identifies existing and projected future transportation deficiencies based on current and planned land uses and informs the identification of transportation projects in the City's Capital Facilities Plan, which is updated annually.

All development proposals subject to environmental review under the State Environmental Policy Act (SEPA) are required to undergo a concurrency review. As part of this review, applicants must submit a trip generation and distribution letter. The City reviews this information for consistency with the Transportation Network Analysis and circulates it to relevant transportation agencies, including the Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation (WSDOT), and adjacent jurisdictions such as Spokane County and the City of Spokane Valley. Based on agency comments and project impacts, additional intersection analyses may be required, and proportionate-share mitigation measures may be imposed as conditions of project approval.

H. Environment

The transportation system can have significant effects on the natural environment if not carefully planned and managed. Transportation-related activities are commonly associated with air, water, and noise pollution. Air quality impacts are closely linked to vehicle emissions and traffic congestion. While roadway capacity improvements may be appropriate in limited circumstances, reducing reliance on single-occupant vehicle travel through transit use, transportation demand management strategies, and expanded access to walking and bicycling facilities can effectively reduce congestion and associated air pollutant emissions.

Stormwater runoff from roadways, parking areas, and other impervious transportation surfaces can be a major contributor to water pollution if untreated. To minimize these impacts, the City integrates stormwater management best practices into street design and construction

standards, including the use of grassed percolation areas and other low-impact development techniques that promote infiltration and pollutant removal prior to discharge.

Noise generated by traffic can adversely affect adjacent land uses, particularly residential areas, schools, and parks. Where transportation projects have the potential to create or exacerbate noise impacts, appropriate mitigation measures—such as landscaped buffers, berms, design treatments, or other noise attenuation strategies—may be incorporated to reduce adverse effects.

Transportation goals and policies, together with land use policies that influence travel behavior and development patterns, play a key role in advancing the City's greenhouse gas reduction objectives. These efforts support and are coordinated with the broader climate and environmental goals and policies set forth in Chapter 4, Climate & Natural Resources.

I. Transportation Resiliency

The City has developed a Transportation Resiliency Plan (TRP) to guide efforts to ensure the transportation system can withstand, adapt to, and recover from climate-related hazards (see **Appendix K**). The TRP builds on the City's Climate Vulnerability and Risk Assessment and Hazard Mitigation Plan annex to identify key risks to transportation infrastructure, with a particular focus on wildfire, extreme heat, and changing precipitation patterns. The plan includes an evaluation of transportation corridors based on their criticality to daily mobility, emergency access, and regional connectivity, as well as their vulnerability to climate-related hazards such as wildfire exposure in wildland-urban interface areas. This analysis is used to identify priority corridors where disruptions would have the greatest impact.

The TRP supports greenhouse gas (GHG) reduction and vehicle miles traveled (VMT) reduction goals by promoting a more efficient, reliable, and multimodal transportation system that maintains connectivity during disruptions and supports shifts away from single-occupant vehicle travel (see **Appendix D**). The plan also includes strategies that improve climate preparedness, emergency response, and post-event recovery, helping ensure continued access to essential services and reducing system-wide disruptions. These efforts are coordinated with and reinforce the City's broader Climate and Natural Resources Element (Chapter 4), which establishes policies to reduce emissions, increase resilience, and support sustainable land use and transportation patterns.

J. Transportation Demand Management

Transportation Demand Management (TDM) refers to strategies that improve the efficiency of the transportation system by influencing travel behavior. These strategies help improve mobility, reduce congestion, limit single-occupant vehicle (SOV) trips, and lower vehicle emissions. TDM has been demonstrated to be a cost-effective means of advancing transportation, environmental, and community objectives.

While transportation system improvements often focus on increasing capacity, reducing demand—particularly during peak travel periods—can effectively address congestion, minimize infrastructure costs, and reduce environmental impacts. Because capacity shortfalls

typically occur during peak morning and evening commute hours, strategies that reduce or shift trips during these periods are especially effective. Common TDM strategies include carpooling and vanpooling, public transit, telecommuting and flexible work schedules, bicycling, and walking.

The City of Liberty Lake supports transportation demand management as an integral component of an efficient, multimodal transportation system. With an established network of regional and local trails, access to transit services, and active participation in the regional Commute Trip Reduction program, the City is well positioned to encourage alternatives to SOV travel. Effective TDM strategies can reduce the need for roadway capacity improvements while providing additional benefits such as reduced greenhouse gas emissions and improved air quality.

The City will continue to support and invest in infrastructure, programs, and partnerships that build upon existing local and regional transportation demand management strategies to expand participation and enhance system efficiency.

K. Maintenance & Preservation

The City's transportation system is supported by ongoing maintenance and preservation programs that address day-to-day operations and long-term asset stewardship. These programs include annual funding for roadway repairs, pavement patching, shoulder restoration and mowing, crack sealing, signing and striping, stormwater system maintenance, and related activities. Consistent maintenance preserves pavement condition, enhances safety, and extends asset life, avoiding the substantially higher costs associated with deferred maintenance and full roadway reconstruction.

Maintenance Delivery Approach

The City of Liberty Lake delivers a comprehensive pavement maintenance program through a combination of in-house staff and contracted services:

- **In-House Maintenance Activities:** City Public Works crews perform routine and preventive maintenance activities such as crack sealing, cold-mix patching, mastic applications, and small hot-mix asphalt (HMA) patches. These treatments are prioritized annually based on pavement condition, visual inspection, and available funding, with an emphasis on preserving pavements in good and fair condition.
- **Contracted Maintenance and Repairs:** Larger-scale pavement repairs and rehabilitation projects requiring specialized equipment or higher production rates—such as major HMA patching, mill-and-overlay projects, and full-depth repairs—are delivered through qualified local contractors. This approach provides flexibility, efficiency, and cost control while allowing the City to address higher-priority needs on arterial and collector streets.
- **Condition Assessment and Monitoring:** Pavement condition is evaluated through routine visual inspections by Public Works staff, engineers, and engineering technicians, supplemented by advanced LiDAR-based pavement condition assessments conducted on a five-year cycle. These assessments inform project prioritization, budgeting, and treatment timing.

Together, these coordinated efforts support a preservation-first, data-driven approach to pavement management that maximizes the useful life of Liberty Lake's roadway assets and ensures maintenance investments deliver long-term value to the community.

Pavement Master Plan

In 2026, the City of Liberty Lake completed a Pavement Master Plan (PMP). The PMP provides a data-driven framework for maintaining, preserving, and improving approximately 55 centerline miles of public streets. It supports the City's vision and goals by prioritizing strategic investment in a reliable, functional, and resilient transportation system that meets current and future community needs.

The primary purpose of the PMP is to ensure the City's street network remains safe, efficient, and cost-effective through proactive maintenance and timely rehabilitation. By using objective pavement condition data, the PMP guides funding decisions, optimizes repair timing, and extends pavement life—protecting the City's substantial investment in its roadway system.

Specifically, the PMP enables the City to:

- Maintain a balanced, lifecycle-based approach to pavement investment.
- Reduce long-term costs through preventive maintenance rather than reactive repair.
- Prioritize projects using transparent, data-supported methods.
- Support Complete Streets principles by integrating multimodal safety and accessibility considerations into pavement projects.
- Strengthen fiscal stewardship and public accountability by linking investments to measurable performance outcomes.

A full copy of the *City of Liberty Lake Pavement Master Plan* is included in **Appendix L.**

Pavement Condition Review

Initial pavement assessments indicate that Liberty Lake's roadway network is generally in good condition, reflecting consistent investment in preservation and timely rehabilitation. Preventive maintenance strategies—such as crack sealing and mastic treatments—have proven effective in extending pavement life and minimizing the need for costly reconstruction.

Pavement Condition Index (PCI)

Pavement condition is measured using the Pavement Condition Index (PCI), a standardized rating system ranging from 0 to 100. A score of 100 represents pavement in near-ideal condition with minimal distress, while a score of 0 represents failed pavement.

The City utilizes the CityLogix pavement condition assessment platform, which combines high-definition LiDAR and 360-degree imagery to identify and map surface distresses such as cracking, rutting, potholes, utility cut failures, and patches. Detected distresses are converted into deduct values from the maximum score to generate a PCI for each roadway segment. These scores are stored in the City's asset management system and used for prioritization, budgeting, and long-range forecasting

PCI condition categories are defined as follows:

- Excellent: 86 – 100
- Good: 71 – 85
- Fair: 56 – 70
- Poor: 41 – 55
- Very Poor: 26 – 40
- Serious: 11 – 25
- Failed: 0 – 10

Pavement Condition Summary

The City's street inventory includes approximately 54.9 miles of public roadway with an overall average PCI of 77.28, which is considered good. This condition is influenced by the City's relatively young roadway system and the number of local streets constructed as part of recent residential development.

Local streets account for approximately 54 percent of the City's total roadway mileage and have an average PCI of 80.12. While overall conditions are strong, localized areas of older pavement will require increased investment in the coming years.

Arterial and collector streets generally exhibit slightly lower PCI values (approximately 70–75) due to their age and higher traffic volumes, including freight traffic. These corridors have been a recent focus of local funding and state and federal grant investments.

Figure 9.21 illustrates the average PCI for public street segments within the City of Liberty Lake.

Figure 9.21 2026 Pavement Condition Assessment

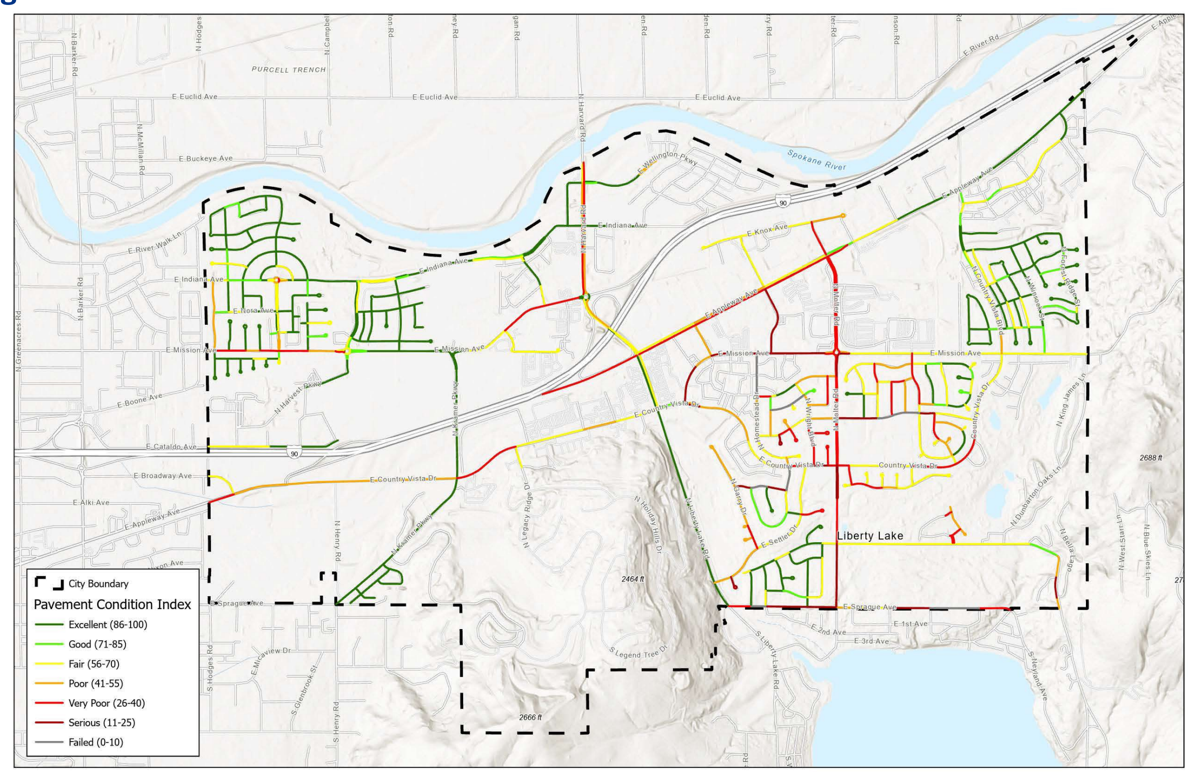


Figure 9.22 summarizes PCI conditions by roadway classification, and **Figure 9.23** summarizes mileage by condition category.

Figure 9.22 Summary of PCI Conditions by Roadway Classification (in miles)

Classification	Road Miles	Average PCI
Major Arterial	7.45	71.4
Minor Arterial	7.89	70.2
Collector	8.77	75.5
Local	29.62	80.12
Future Road	1.12	N/A
Total	**54.86**	**77.28**

Figure 9.23 Summary of Miles in Each Condition Category

Classification	Excellent	Good	Fair	Poor	Very Poor	N/A
Major Arterial	1.24	2.20	3.32	0.69	0.00	0.00
Minor Arterial	2.00	1.77	1.43	2.60	0.09	0.00
Collector	2.91	3.19	0.88	1.05	0.75	0.00
Local	14.05	10.10	4.09	0.84	0.54	0.00
Future Road	0.00	0.00	0.00	0.00	0.00	1.12
Total	**20.2**	**17.26**	**9.72**	**5.18**	**1.38**	**1.12**

Pavement Master Plan Framework

Pavement condition follows a predictable lifecycle from construction through eventual reconstruction. Understanding this lifecycle allows the City to apply the right treatment at the right time:

- **Construction / New Pavement:** Pavement is constructed to design standards and begins its life in excellent condition (PCI near 100).
- **Initial Service Life:** Deterioration is minimal; routine maintenance maintains good condition.
- **Preventive Maintenance Stage:** Minor distresses emerge; low-cost treatments slow deterioration and preserve value.
- **Rehabilitation / Corrective Maintenance Stage:** Structural and surface deficiencies increase; more intensive repairs are required at higher cost.
- **End-of-Life / Reconstruction Stage:** Pavement fails structurally and requires full reconstruction, representing the highest cost stage.

Figure 9.24 identifies recommended treatments by PCI range and roadway classification.

Figure 9.24 Recommended Treatments

Repair Type	Arterial/Collector	Local
	PCI Range	PCI Range
Reconstruction	0-45	0-30
Mill and Overlay	45-65	30-65
Chip/Slurry Seal	65-75	65-75
Crack Seal	75-90	75-90
Defer Maintenance	90+	90+

Level of Service and Performance Targets

The City of Liberty Lake does not currently have adopted level of service (LOS) standards for pavement condition. As part of ongoing asset management efforts, pavement LOS standards may be established by functional classification to reflect differing roadway roles, traffic volumes, and risk profiles. This tiered approach would support strategic resource allocation, prioritize critical corridors, and promote equitable service levels across the network.

Pavement performance targets will be monitored through routine condition assessments and may be adjusted over time based on funding availability, community priorities, and observed system performance. Adopted pavement LOS standards will directly inform pavement funding needs and will be addressed through future updates to the Capital Facilities Plan.

ADA Transition Plan

The Americans with Disabilities Act (ADA) was passed by Congress in 1990 and took effect in 1992. A large portion of development within Liberty Lake occurred after ADA took effect, therefore, much of the City's infrastructure is likely to meet ADA accessibility standards.

A complete inventory of these facilities has not yet been conducted. The City has begun contacting companies capable of scanning and assessing infrastructure to develop a comprehensive inventory of ADA ramps within city limits.

In the short-term, the City will improve accessibility by upgrading ADA features, such as curb ramps, during roadway reconstruction projects. Over time, this approach will result in modernization and replacement of ADA ramps and related facilities throughout the City.

L. Transportation Finance

Priorities

Consistent with the Guiding Principles & Policies of SRTC's Horizon 2050 Metropolitan Transportation Plan, the City of Liberty Lake prioritizes the following investments in our local and regional transportation system:

- Improvements that promote economic vitality by moving people, freight and goods to enhance economic competitiveness;

- Investments and improvements that enhance the safety of all transportation network users, including pedestrians, cyclists, motorized personal vehicles, public transit, and freight users;
- Cost-effective investments that maintain the condition of existing infrastructure and prevent more costly future infrastructure repairs;
- Investments that encourage, promote and enhance Transportation Demand Strategies and Programs to minimize the need for capacity expansions.
- Investments in operational improvements and capacity expansions to support the planned growth of the community.

Current Funding Sources

Costs for pavement maintenance and preservation are supported by the Transportation Benefit District (TBD), a 0.1% sales tax revenue, established by the City Council in 2023, and state shared revenues from Motor Vehicle Fuel Taxes (MVFT), as well as Real Estate Excise Taxes (REET) collected upon the sale of real property, based upon the first one-half of one percent (0.5%) of the full selling prices.

Operational improvements and capacity enhancements are supported by REET funding and Harvard Road Impact Fees (the City's voluntary impact fee program). Development-driven improvements in support of economic development may be reimbursable through Tax Increment Financing (TIF) and the Local Improvement Financing Tool (LIFT) programs, authorized together as a pilot program within the City of Liberty Lake and portions of the unincorporated County through 2034.

Transportation maintenance/preservation funding and operational/capacity enhancements are also frequently funded through state and federal grants such as those administered by Transportation Improvement Board (TIB), Washington State Department of Commerce and SRTC (Urban Arterial Program, Pavement Preservation, Complete Streets, Active Transportation, Safe Routes to School, to name a few).

Potential Future Funding Sources

As the City's infrastructure ages, funding for preservation as well as future operational and capacity improvements will become more challenging, and the City will need to investigate new and expanded funding sources to address the City's transportation investment priorities. Some possibilities for future consideration include, but are not limited to:

- Foregone property taxes;
- Increasing the Transportation Benefit District to a 0.2% sales tax (this requires a vote of the residents);
- Expanding the Transportation Benefit District to include vehicle licensing fees;
- Voter-approved bonds;
- Local improvement districts; and/or
- Voter approved tax-levies for specific projects.

M. Public Participation & Agency Coordination

Consistent with the principles of early and continuous public participation, the City of Liberty Lake engaged the community throughout the development of the Transportation Network Analysis, the Transportation Resiliency Plan, and this Transportation Element. A variety of venues, platforms, and outreach strategies were used to provide meaningful opportunities for public input and to reach a broad and diverse audience. Engagement activities included, but were not limited to, the following:

- Booths with flyers, brochures, and informational displays at community events, including Farmers Markets and Barefoot in the Park;
- Presentations at community meetings;
- Transportation-related information posted on the City's website and shared through social media channels;
- A virtual open house;
- An interactive story map;
- Stakeholder group meetings; and
- Multiple Planning Commission and City Council workshops.

Public comments and feedback received through these efforts were documented and considered during plan development and informed refinements to transportation goals, policies, and implementation strategies.

Recognizing the importance of consistency and coordination with regional and state transportation planning efforts, the City consulted with partner agencies throughout the planning process. These agencies included, but were not limited to, the Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation (WSDOT), the City of Spokane Valley, and Spokane County. Agency input was solicited and considered in the development of the Transportation Network Analysis, the Transportation Resiliency Plan, and this Transportation Element to support alignment with regional transportation plans, policies, and investment priorities.

N. Implementation

Following adoption of this Comprehensive Plan, the City of Liberty Lake will undertake the following actions to implement the City's long-term vision for its transportation system:

- Pursue amendments to the functional classification of the Liberty Lake street network, as identified in Figure 9.6;
- Evaluate the feasibility of developing a pedestrian and bicycle Level of Traffic Stress (LTS) standard to support future multimodal planning and performance evaluation;
- Following adoption of the Comprehensive Plan and the 20-year Capital Facilities Plan, update the Harvard Road impact fee program;
- Implement applicable recommendations identified in the Liberty Lake Sidewalk Master Plan (see **Appendix M**); and
- Update the Transportation Network Analysis and the Pavement Condition Assessment in 2030, in advance of the 2031 Comprehensive Plan Implementation Progress Report,

to inform updates to transportation mitigation projects identified in the Capital Facilities Plan.

Understanding and responding to the evolving transportation needs of Liberty Lake residents and businesses is central to this plan. Through ongoing monitoring, periodic plan updates, continued public engagement, and strategic policy adjustments, the City will continue to identify opportunities to maintain and enhance its multimodal transportation system to ensure safe, efficient, and reliable travel to, from, and within the City.