



Spokane Plan Commission Agenda

Regular Meeting
 Wednesday, March 26, 2025
 2:00 PM

Hybrid - Council Briefing Center / Microsoft Teams
 808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Plan Commission on any topic not on the agenda.

Commission Briefing Session:

2:00 – 2:20	<ol style="list-style-type: none"> 1. Roll Call 2. Approve 3/12/2025 meeting minutes 3. City Council Liaison Report 4. Community Assembly Liaison Report 5. President Report 6. Secretary Report 7. Transportation Commission Liaison Report 8. Approval of current agenda 	Planning Staff All CM Kitty Klitzke Mary Winkes Jesse Bank Spencer Gardner Ryan Patterson All
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Workshops:

2:20 – 2:45	1. Climate Planning Community Survey Results	KayCee Downey, Maren Murphy Tim Thompson Spencer Gardner
2:45 – 3:15	2. ADU updates (HB 1337) SMC 17C.300	
3:15 – 3:45	3. Addressing Standards (SMC 17D.050A.100)	
3:45 – 4:00	4. Transition to Chambers	

Hearings: (All times below are approximate)

4:00 - TBD	1. Bike Priority Network	Tyler Kimbrell
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Adjournment: The next regularly scheduled PC meeting will be Wednesday, April 9, 2025.

*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mlovmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Fourth Wednesday - Plan Commission Meeting Information

Wednesday, March 26, 2025

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Meeting ID: 224 747 524 410 Passcode: 697m6DR7	Microsoft Teams Need help? <u>4th Wednesday Plan Commission</u> Meeting ID: 224 747 524 410 Passcode: 697m6DR7 <hr/> Join on a video conferencing device Tenant key: cityofspokane@m.webex.com Video ID: 112 253 098 1
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How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

[SIGN UP](#)

The form will be **open from 8:00am on 3/19/2025, until 1:00 p.m. on 3/26/2025**. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name, and you can begin your testimony. You will have 3 minutes to speak.

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: plancommission@spokanecity.org. Written public comments will be accepted on these items up to one hour prior to the start of the meeting.

The audio proceedings of the Plan Commission meetings will be recorded and are available online.

Plan Commission & Committees

Upcoming Agenda Items (All items are subject to change)

April 9, Plan Commission (90 minutes available) Hybrid		
Joint meeting with Transportation Commission		
Workshop		
Time	Item	Presenter
2:00 –2:20	Meeting Briefing	Plan Commission
2:20 - TBD	Six-Year Streets Capital Improvement Plan Update	Kevin Picanco
TBD	Comprehensive Plan periodic update – Transportation Visioning and Recent Policy Direction Review	Colin Quinn-Hurst Spencer Gardner

April 23, Plan Commission (90 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
2:00 –2:20	Meeting Briefing	Plan Commission
2:20 – 2:50	Workshop: Excelsior Wellness Development Agreement	Kevin Freibott
2:50 – TBD	TBD	

May 14, Plan Commission (90 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
2:00 –2:20	Meeting Briefing	Plan Commission
2:20--2:35	Wrap-up on Excelsior DA and Request for Hearing	Kevin Freibott
TBD	TBD	

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Spokane Plan Commission - Draft Minutes

Wednesday, March 12, 2025

Hybrid Meeting in Council Briefing Center & Microsoft Teams Teleconference

Meeting Minutes: Plan Commission Workshop called to order at 2:00 pm by President Jesse Bank.

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

- None

Attendance for Plan Commission Workshop:

- Board Members Present: Greg Francis, Ryan Patterson, Jesse Bank, David Edwards, Sandra Neperud, Amber Lenhart, Carole Shook, Tyler Tamoush, Tim Williams, Jill Yotz
- Board Members Not Present:
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Kitty Klitzke (Council Member Liaison)
- Non-Voting Members Not present:
- *Quorum Present:* Yes
- Staff Members Present: Spencer Gardner, Colin Quinn-Hurst, Angie McCall, Emily King, Kevin Freibott, Tyler Kimbrell, Sarah Sirott, Ryan Shea, Tirrell Black, Tavis Schmidt, Megan Duvall, Maren Murphy, Jackie Churchill, Teri Stripes, Della Mutungi

Minutes: Minutes from 2/26/2025 approved unanimously.

Briefing Session:

- **Community Assembly Liaison Report - Mary Winkes**
 - Mary discussed that Jon Snyder was introduced as the Director of Transportation and Sustainability. She stated that they also discussed the scattered approach for homeless shelters. Zeke Smith was there as the president of Empire Health Foundation.
- **Transportation Commission Liaison Report - Ryan Patterson**
 - Ryan stated that there is no report as the Transportation Commission has not met.
- **Commission President Report - Jesse Bank**
 - President Bank discussed housing planning bills going through legislature. The House passed the “rent control” bill and it is off to the Senate now. There is a hearing on Friday for the removal of parking mandates bill, it’s still in committee if anyone is interested in testifying.
- **Secretary Report - Spencer Gardner**
 - Spencer discussed that the Bicycle Priority Network hearing is scheduled for the next meeting. If it needs to be deferred, it can be if there are any remaining questions.
 - The Planning Department’s community engagement workshops for the Comp Plan are ongoing if commission members would like to participate.
 - The Plan Commission’s Work Program for the year is in front of City Council. They have not acted on it if people would like to submit comments.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Division TOD Study – Existing Conditions and Public Outreach
 - Presentation provided by Alex Dupey and Rishi Dhody, MIG Inc.

- Questions asked and answered.
 - Discussion ensued.

- Introduction to Comp Plan Chapter Review
 - Presentation provided by Kevin Freibott.
 - Questions asked and answered.
 - Discussion ensued.

- Potential Cannon Hill Park Addition Historic District
 - Presentation provided by Megan Duvall and Nathan South.
 - Questions asked and answered.
 - Discussion ensued.

- Bike Priority Network
 - Presentation provided by Tyler Kimbrell.
 - Questions asked and answered.
 - Discussion ensued.

Workshop Adjourned at 4:04 PM.

The next regularly scheduled Plan Commission meeting is scheduled for Wednesday, March 26, 2025.

BRIEFING PAPER
City of Spokane
Plan Commission
Workshop
March 26, 2025

Subject

The City of Spokane is embarking on climate planning under HB 1181 to enhance community resilience, reduce greenhouse gas emissions, and prioritize environmental justice to avoid worsening environmental health disparities. Climate planning is part of the City’s general periodic update requirement for the comprehensive plan, which is due in June 2026.

Planning staff will present on the Community Climate Planning Survey results, focusing on understanding how the community perceives climate impacts and how that information can be incorporated into future efforts. Analysis of the survey results will help support the analysis for the Climate Risk and Vulnerability Assessment, the framework for evaluating impacts to climate hazards and identifying risks to different sectors, resources, and communities, as well as future policy discussions. The Community Climate Planning Survey Results and Analysis report is attached for background.

Additional project materials are available on the City website including background resources.



Impact

The climate element should result in reductions in overall GHG emissions, must enhance resilience to and avoid the adverse impacts of climate change, and must include efforts to reduce localized emissions and avoid creating or worsening climate impacts to vulnerable populations and overburdened communities. The climate element will be integrated throughout the Comprehensive Plan elements such as housing, transportation, land use, utilities, and natural environment.

Funding

The WA Dept. of Commerce has made available funding for climate planning for the 2023-2025 biennium, with the City of Spokane eligible for \$700,000 in legislative appropriation for climate planning through 2029. City Council accepted \$420,000 in WA Dept. of Commerce grant funds for Phase 1 of climate planning on February 26, 2024 (RES 2024-0142). The WA Dept. of Commerce climate planning grant is supported with funding from Washington’s Climate Commitment Act. The CCA supports Washington’s climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.

Action:

The Plan Commission will be engaged throughout the process and key phases, including integration into the Comprehensive Plan.

BRIEFING PAPER
City of Spokane
Plan Commission
Workshop
March 26, 2025

Relevant Climate Planning Links:

City of Spokane	
Spokane Comprehensive Plan	https://my.spokanecity.org/shapingspokane/comprehensive-plan/
Spokane Climate Planning Project Page	https://my.spokanecity.org/climateplanning
Spokane Climate Engagement Plan	https://static.spokanecity.org/documents/planspokane/climate-planning/climate-resilience-community-engagement-plan-august-2024.pdf
Spokane Climate Planning Engage HQ	https://engage.spokane.gov/
Spokane Environmental Programs	https://my.spokanecity.org/publicworks/environmental/
Spokane Parks Master Plan	https://my.spokanecity.org/parksrec/master-plan/
WA Dept. of Commerce	
Commerce Climate Planning	https://www.commerce.wa.gov/growth-management/climate-planning/
Commerce Guidance for Climate Planning	https://deptofcommerce.box.com/s/fpq3h0lbwln2ctqjg7ig802h54ie19jx
Commerce Menu of Measures	https://deptofcommerce.box.com/s/n34kivgzn9rfe74jfz2vvzxqlrv7j9m9
Commerce Climate Policy Explorer	https://experience.arcgis.com/experience/dd012fae9fad4a309b0d89e3c13016e5/page/Basic/



PlanSpokane Community Climate Planning Survey Results and Analysis

Climate Planning Early Engagement

February 27, 2025



PLAN **SPOKANE**






Resilient | Connected | Livable | 2046

The City of Spokane is embarking on a transformative journey to support community resiliency to growing climate hazards. Mandated by the Washington State Growth Management Act and due in 2026, the City is undertaking a major update to its Comprehensive Plan. This foundational document guides policy for Spokane for twenty years at a time, with the current update looking towards 2046. The [PlanSpokane 2046](#) effort presents a unique opportunity to not only meet climate requirements of [House Bill 1181](#), but also to integrate resiliency considerations into every aspect of Spokane’s future.

Before looking at potential climate-related policies, it is important to understand climate hazards and impacts within the local context of Spokane. To that end, a number of elements of the Climate Planning effort have completed deep dives of local, state, and national data points to understand the *science and statistical trends*.

To get at the *lived experience* of Spokane’s community members, a Community Climate Planning Survey was launched on December 6, 2024 and ran through January 31, 2025. In the end, the survey heard from **1,573 community members** with a 100% completion rate who shared how they are or are not affected by climate impacts and what they were concerned about for the future.

The value of hearing from the local community is undeniable. It provides:

-  **Local Understanding:** Provides insight into how individuals perceive and navigate their world [here in Spokane](#)
-  **Contextual Relevance:** Uncovers nuances of culture, environment, and social factors influencing behaviors and decisions
-  **Human-Centered Insights:** Highlights personal stories, empowering participants by valuing their voices
-  **Actionable Data:** Reveals hidden needs, challenges, and opportunities that may not be immediately visible through numbers alone
-  **Community-Based “Pilot Testing”:** Tests data to see if it aligns with what the community is experiencing

The following report discusses results and trends identified through the Community Climate Planning Survey results that will support future work in developing policies that support the local community.



The WA Department of Commerce climate planning grant is supported with funding from Washington’s Climate Commitment Act. The CCA supports Washington’s climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. [Information about the CCA is available on their website.](#)

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Who Responded?

All demographic related questions were optional and not completed by all survey takers. Despite not having information for all respondents, the collected information provides a general understanding of who completed the survey. Knowing who was reached through the survey allows for more accurate analysis and better-informed conclusions by:

- **Understanding Different Needs:** Identify patterns and trends within specific age, income, or other groups
- **Improving Decision-Making:** Support targeted strategies based on the characteristics of different respondents
- **Ensuring Representation:** Ensure the survey is inclusive and representatives of various segments in the population - who is missing?

What best defines your roles in the City of Spokane?

Survey takers were asked to self-identify their roles within Spokane. Are they homeowners? Renters? Do they work in Spokane or own a business?

Resident (Homeowner)	71.57%
Resident (Renter)	16.19%
Business Owner	8.16%
Employee/I Work in Spokane	30.02%
Commercial Landowner	1.47%
Housing Provider/Landlord	4.53%
Elected Official	0.32%
Tribal Member	0.57%
Tribal Elder	0.13%
Student	6.88%
Other	6.12%

Those who responded “other” included answers such as living just outside Spokane City limits, senior, Veteran, nonprofit volunteer, and parent.

A key takeaway from the results is of those who answered this question, a higher percentage of survey takers are homeowners than the City of Spokane population as a whole (approximately 58.4% of housing units in Spokane are owner-occupied according to WA Office of Financial Management estimates). Additionally, while not directly asked, the difference after removing homeowners and renters would point towards 12.24% of respondents living with others/not paying rent or not living within the City of Spokane.

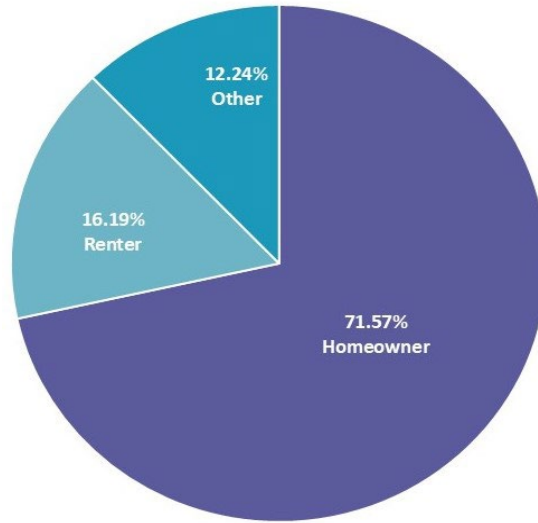


Figure 1. Pie chart showing Homeowner vs. Renter results.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Tell us generally where you live, work, go to school, or otherwise engage in Spokane

Survey takers were asked what zip code they live, work, go to school, or otherwise engage in Spokane to identify general geographical information. The northwest and some southern portions of the City saw the most responses. When reviewing spatial analysis further in the report, maps that reflect the geographic distribution to the right are generally considered to reflect a consensus from survey takers.

Additional zip codes were provided in comment fields, noting responses related to Gonzaga University and areas within Spokane County, just outside of City of Spokane city limits.

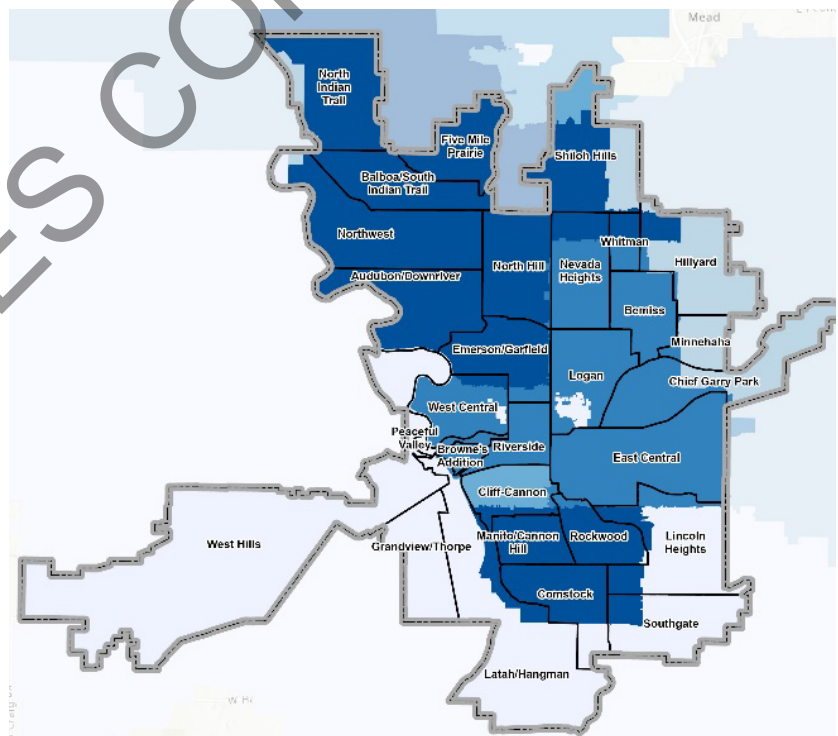


Figure 2. Spatial map of which zip codes had the most survey responses.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

What are your household age groups?

There was a range of age groups who completed the survey, including youth under 18. However, the most responses came from the age groups of 35-44, 45-54, and 65-74. People were also asked if there were children under 18 years of age in their immediate household. 32.25% of survey respondents said “Yes”.

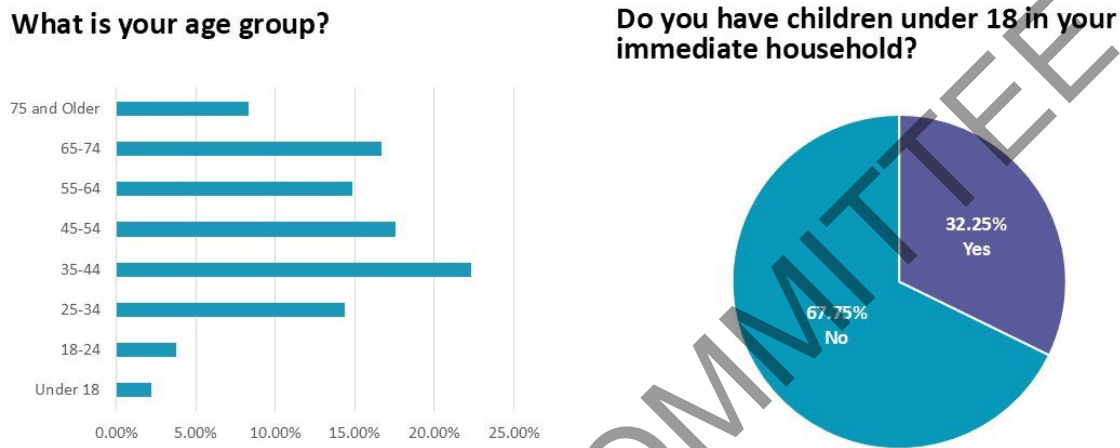


Figure 3. Graphs illustrating household age groups of survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Are you or do you know a community member who is more vulnerable to extreme weather and climate impacts?

The survey asked respondents whether they were, or had family members or friends who were, a member of communities identified as generally more vulnerable to extreme weather and climate impacts. Vulnerable communities were identified as those who tend to be impacted first and worst by climate impacts and/or tend to have less resources to respond to climate hazards due to health or socio-economic factors.

The below graph illustrates the responses received. This question also asked about Native American/Tribal community members, older residents, children, Black or African American residents, and Latino or Hispanic residents. However, a lack of responses with these communities identified prevents useable results. Based off other survey results, the responses are assumed to be due to lack of desire to answer this question rather than a lack of hearing from some of the identified groups. Further understanding will be explored in future workshops and focus groups.

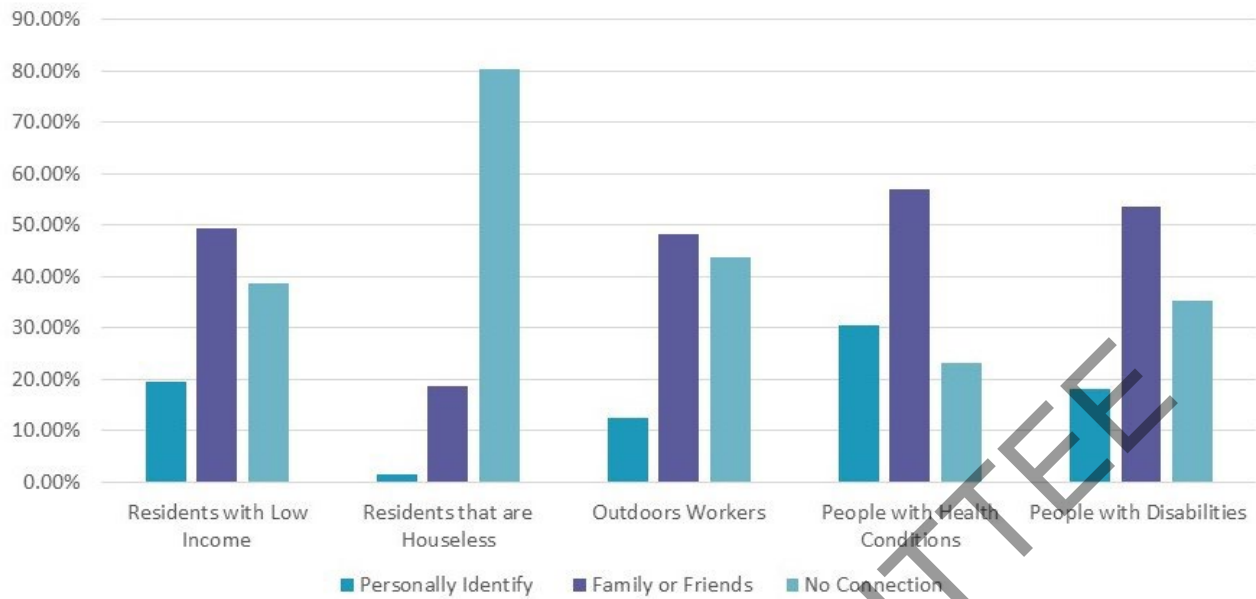


Figure 4. Graph illustrating responses from who identified as or have a connection with someone who is low income, residents that are houseless, outdoors workers, people with health conditions, and people with disabilities. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

What is your race and ethnicity?

Of those who provided their race and ethnicity, a higher percentage of survey takers are members of vulnerable populations identified in the recently published [Spokane Climate Impacts and Climate Justice Memo](#) than the City of Spokane population as a whole. For instance, 1.9% of the City of Spokane’s population is Black or African American, compared to 3.21% of survey respondents.

	Survey Responses	Spokane Population *
Black or African American	3.21%	1.9%
American Indian, Native American, or Alaska Native	4.07%	1.1%
Asian or Asian American	3.41%	2.2%
Native Hawaiian or other Pacific Islander	1.14%	0.6%
White or Caucasian	75.02%	84.8%
Other	3.74%	9.4% **
Prefer Not to Say	13.63%	

* Demographic data is from American Community Survey (ACS), 2023 update

**Data point is a combination of Other and Two or More Races to better reflect the survey question structure

What is your household income?

To understand the potential ability to respond to or be resilient from climate hazards, survey respondents were asked for their approximate household income. Approximately 37% of survey respondents are at or below Spokane’s Median Household Income, which is \$65,745. Additionally, while not broken down by household size, approximately 8% of survey respondents make at or below the poverty line, assuming an average household size of three people.

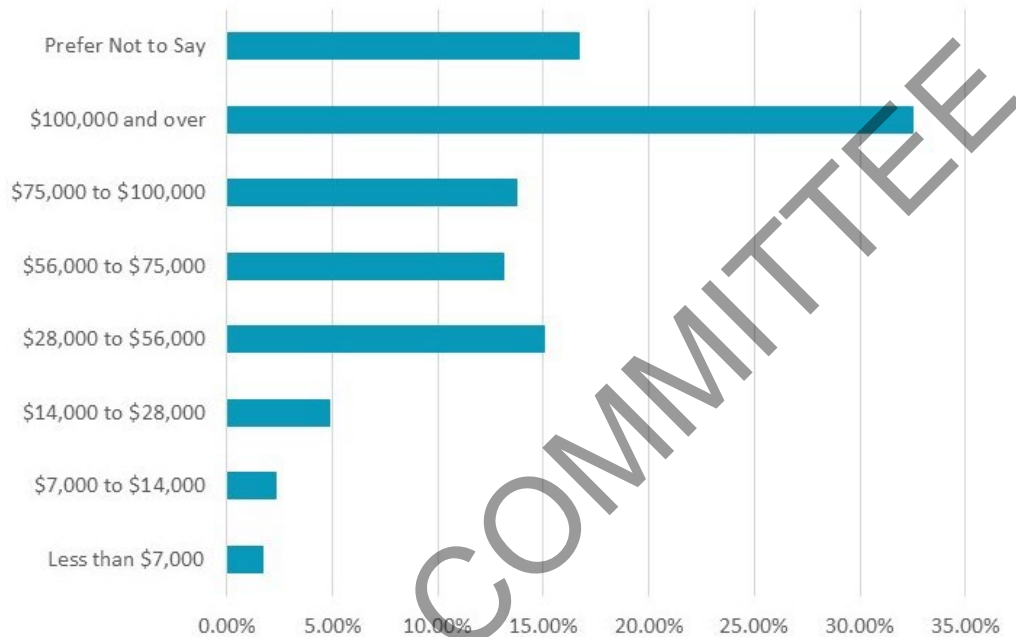


Figure 5. Graph illustrating indicated incomes of survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

How Have You Been Impacted?

Survey respondents were asked how they have been impacted (or not impacted) by climate hazards in Spokane. When compared to national, state, and local data points on climate hazards, the analysis provides insight into how impacts are perceived and individually felt by community members.

Have you been impacted by any of the following extreme weather and climate hazards in Spokane?

When asked what climate hazards impact their lives, survey respondents indicated that smoke from **wildfires, extreme heat, and intense storms** are the top three hazards. Of note, 14.91% of survey respondents indicated that they were not personally impacted by any of the climate hazards and some open-ended responses questioned the cause of extreme weather or other climate hazards. “Other” responses included bad air quality (not just related to wildfire smoke), reduced ability to grow vegetables due to changing frost dates/extreme heat/drought conditions, high winds and hailstorms, increased pests due to variable temperatures, and power outages caused by extreme weather events.

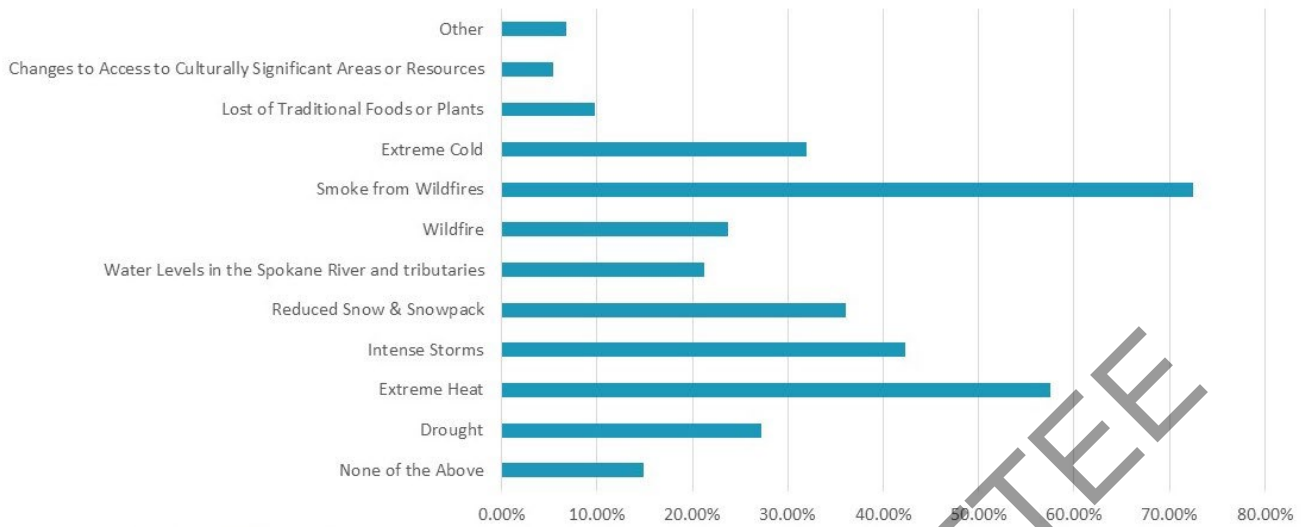


Figure 6. Graph illustrating overall responses to impacts of climate hazards.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

When the same question is broken down to see how individuals who indicated a household income generally at or below the poverty line, depending on household size, an increased percentage of respondents indicated some of the extreme weather and climate hazards as more impactful. Of note, **extreme heat** and **extreme cold** substantially increased, which may indicate how lower incomes may be less able to financially respond to climate hazards (difficulty to manage higher heating and cooling bills, inability to install air conditioning or improved insulation, etc.).

(Incomes \$28,000 or less responses)

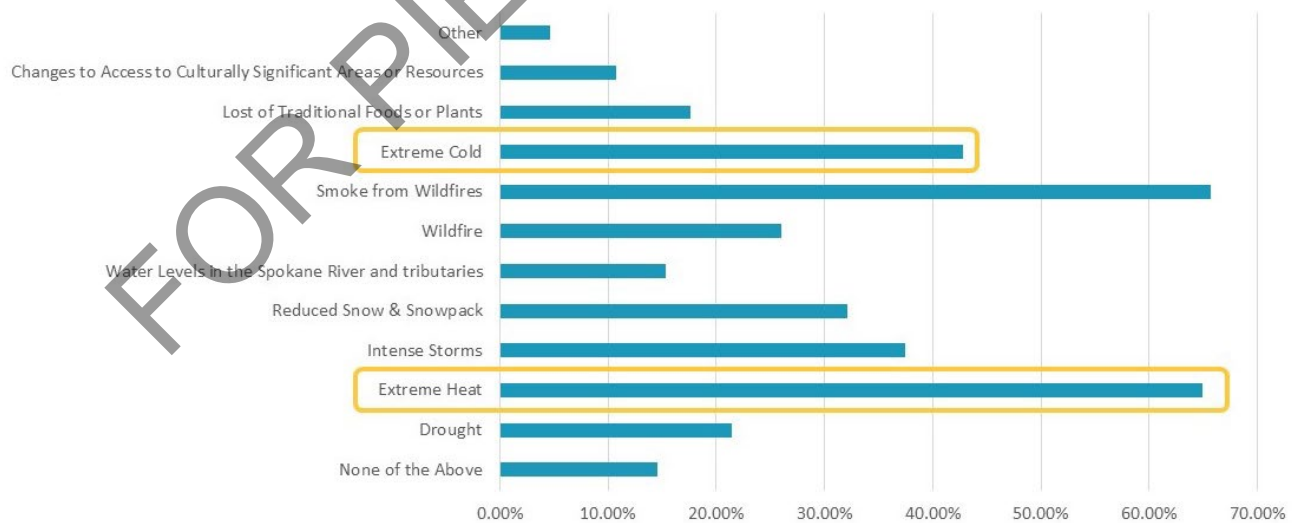


Figure 7. Graph highlighting response differences when broken down to income at or below \$28,000.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

In order to understand potential location variability, the responses for extreme heat, wildfire smoke, intense storms, and extreme cold were compared with survey respondents who provided their zip code.

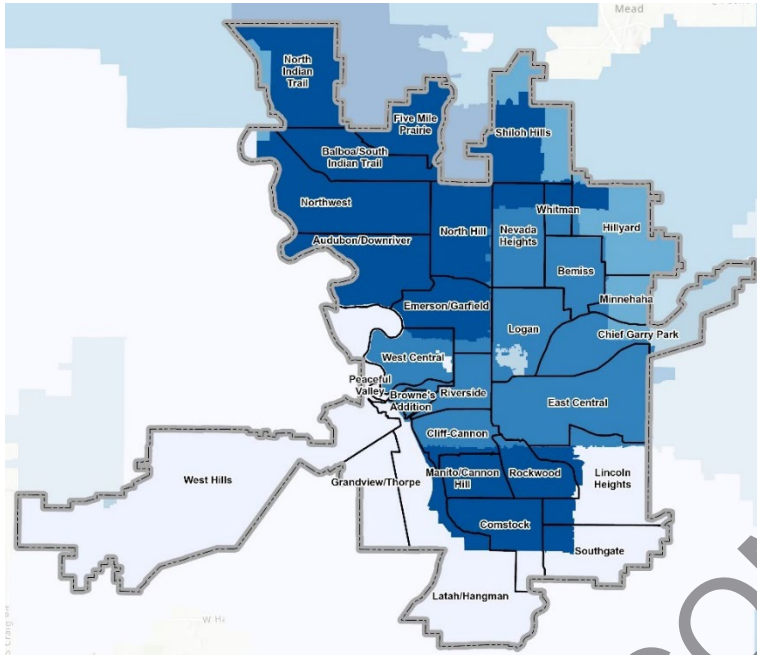


Figure 8. Map showing areas impacted by extreme heat, wildfire smoke, and intense storms. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Extreme heat, wildfire smoke, and intense storms had the same spatial distribution. In general, the response distribution mirrors the distribution of individuals who took the survey, indicating an overall consensus of survey takers regardless of city location. Of note, portions of Shiloh Hills, the majority of Hillyard, portions of Minnehaha, portions of Chief Garry Park, and portions of Cliff-Cannon, as well as the westernmost portion of North Indian Trail and Northwest, all had a higher response rate, indicating more individuals in these areas reported having been impacted by extreme heat, wildfire smoke, and intense storms than other areas of the city.

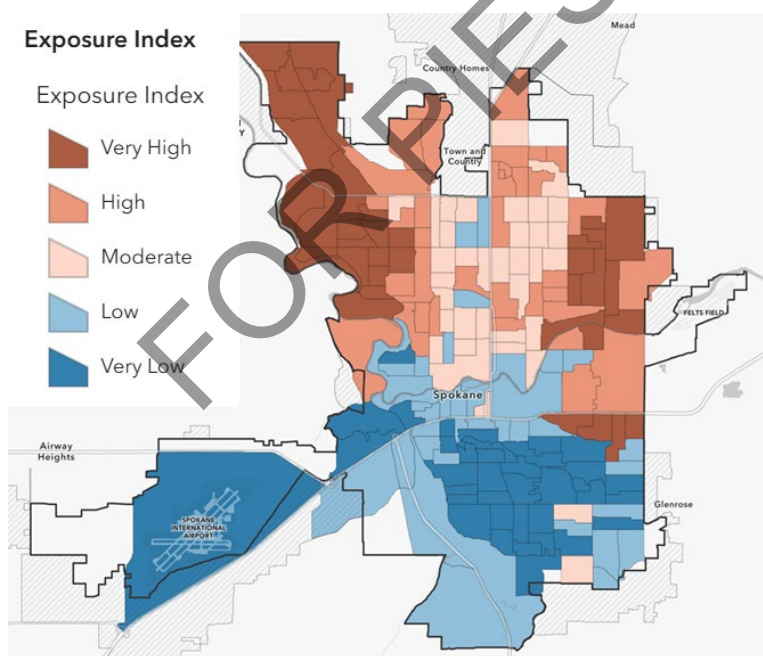


Figure 9. Exposure Index map. Source: Spokane Climate Risk and Vulnerability Index.

When comparing the results from the survey to the [Climate Risk and Vulnerability Index mapping tool](#), the Northwest of Spokane seems to align. Northeast Spokane, on the other hand, appears to indicate less perceived concern for climate hazards than the identified exposures would assume. However, a lower number of survey results coming from Northeast Spokane could potentially be masking the exposure risks identified for that region. The South Hill area also diverges from the Index, indicating a higher perception of impacts. [Prior community engagement with Neighborhood Councils](#) in the area indicated concerns of extreme storms

and impacts on trees, which is not easily captured by the Index and may explain some of the deviation.

When looking at those who said they were impacted by extreme cold, the distribution does not mirror the distribution of overall survey responses. Unlike the results above, this indicates that there is a lack of consensus within the city when it comes to perceiving the impact of extreme cold. Most of North Hill, portions of Emerson/Garfield, portions of Northwest, and portions of West Central had a higher response rate than other parts of the city. The results generally align with the [Climate Risk and Vulnerability Index](#) of "Poor Housing Conditions", which shows areas with a high number of homes built before 1960, potentially pointing towards an explanation that is beyond actual temperatures (e.g. reduced insulation, lower use of heat, general less resiliency to cold temperatures, etc.).

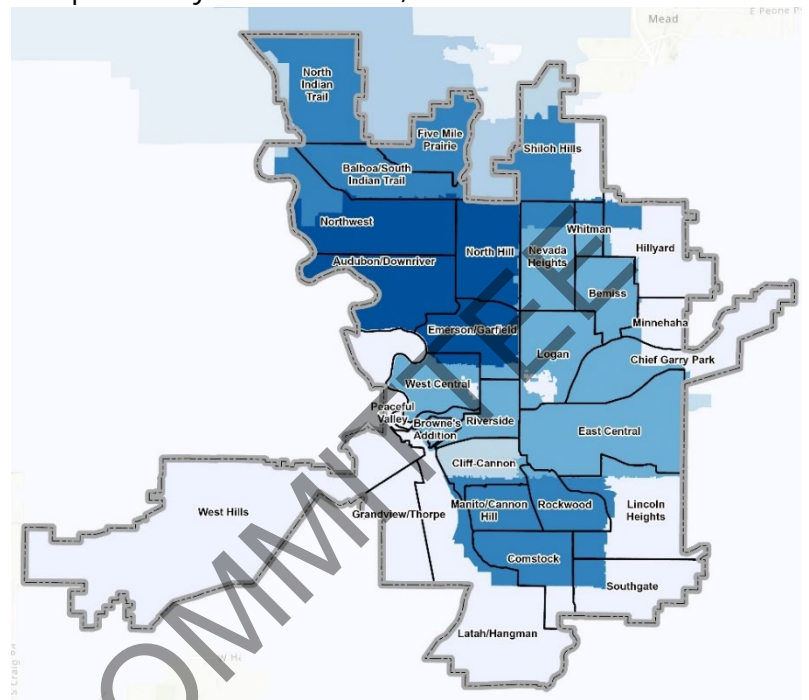


Figure 10. Map showing areas impacted by extreme cold. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

How have extreme weather and climate hazards affected you personally in the past five years?

The next question, how have the respondents been personally affected by extreme weather and climate hazards, relied on individual experiences and perceptions to identify how local lives are impacted. **Rising costs of living and basic needs** and **changes to recreational activities** were the top areas survey respondents stated they have been affected. 16.94% of respondents stated that they had not been impacted by any of the options. In the open-ended answers to "Other", increased or cancelled property insurance was brought up, as well as property damage and the increased use of government funds on projects related to climate and resiliency.

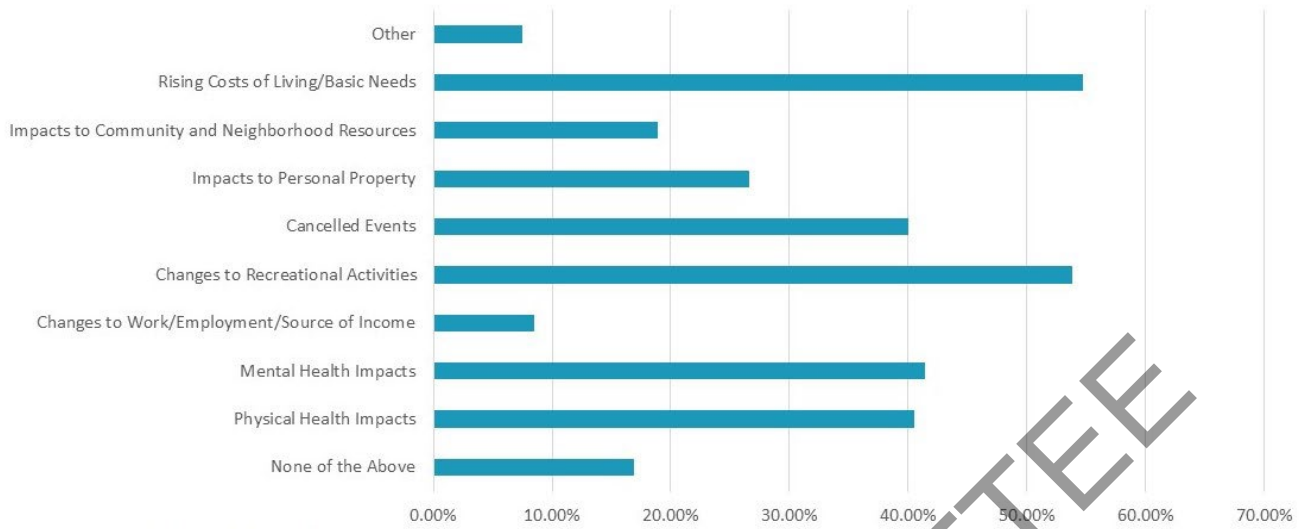


Figure 11. Graph illustrating how survey respondents have been personally impacted by extreme weather and climate hazards. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

When evaluating the responses from those who indicated a household income generally at or below the poverty line, depending on household size, an increased percentage of respondents indicated being impacted by **rising costs of living/basic needs**, **mental health impacts**, and **physical health impacts**. While income is not directly tied to homeowner or renter status, another key insight is that 64.82% of renters indicated being affected by rising costs of living/basic needs, compared to 56.06% of homeowners, and 61.26% of renters indicated their mental health being affected, compared to 38.36% of homeowners.

(Incomes \$28,000 or less responses)

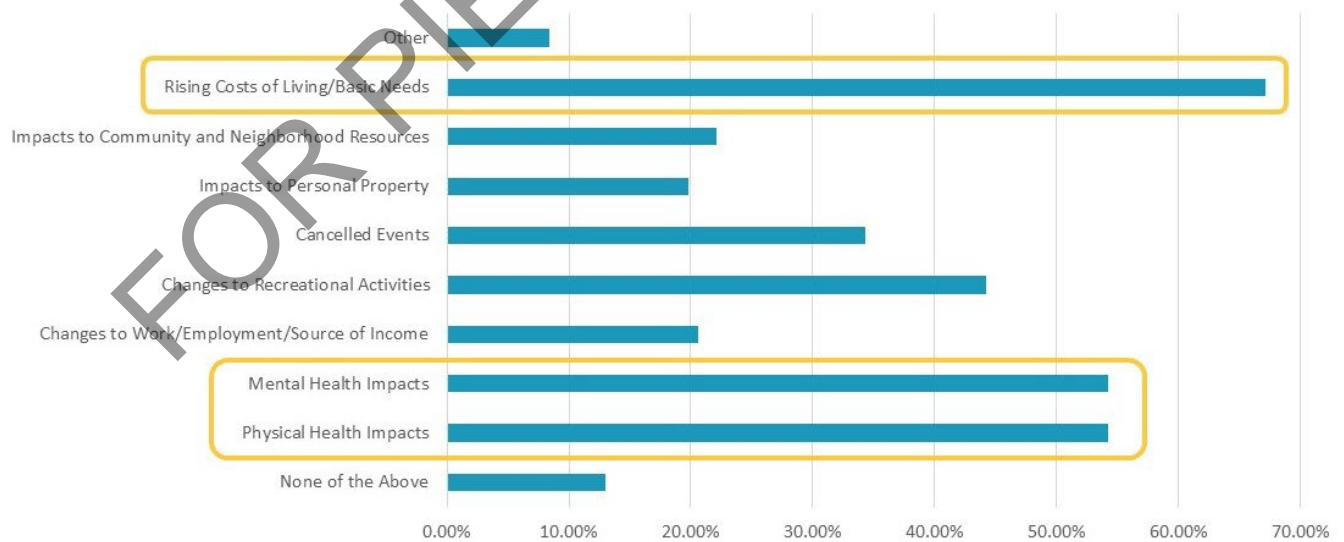


Figure 12. Graph illustrating how survey respondents below the poverty line have been personally impacted by extreme weather and climate hazards. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

This question was also broken down by age group, to better understand the impacts on Spokane’s youth. Results indicate a significantly higher percentage of respondents indicating that extreme weather and climate hazards have **impacted youth mental health** the most.

(Younger than 18, 18-24 age responses)

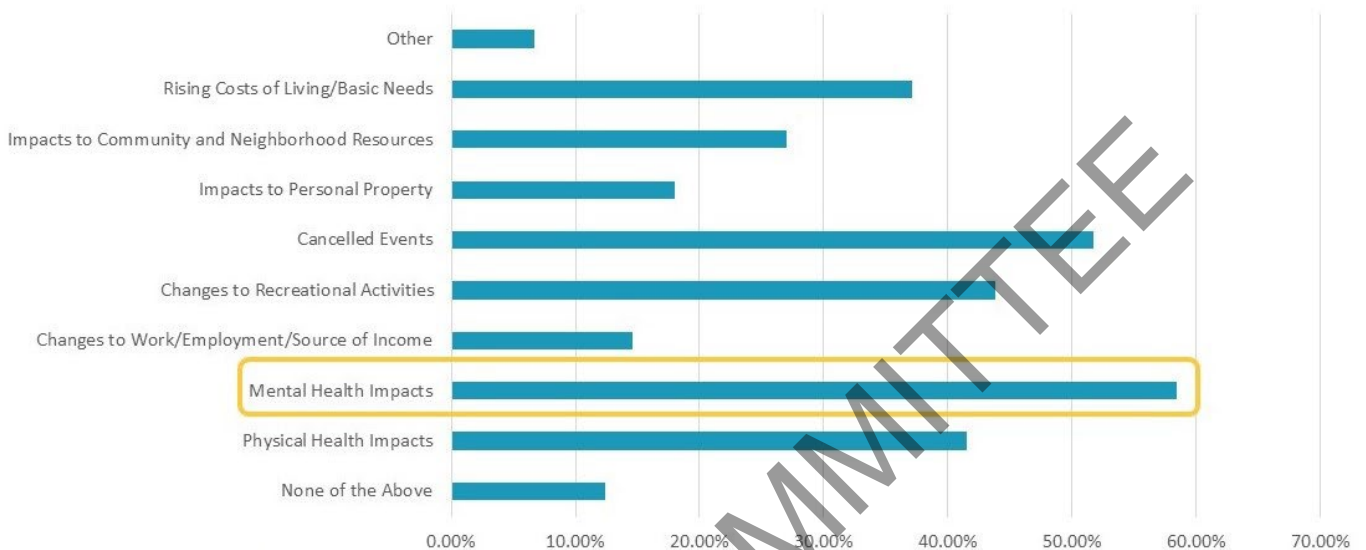


Figure 13. Graph illustrating how survey respondents 24 years of age and younger have been personally impacted by extreme weather and climate hazards. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Due to the variability seen in responses related to mental and physical health, the analysis took a

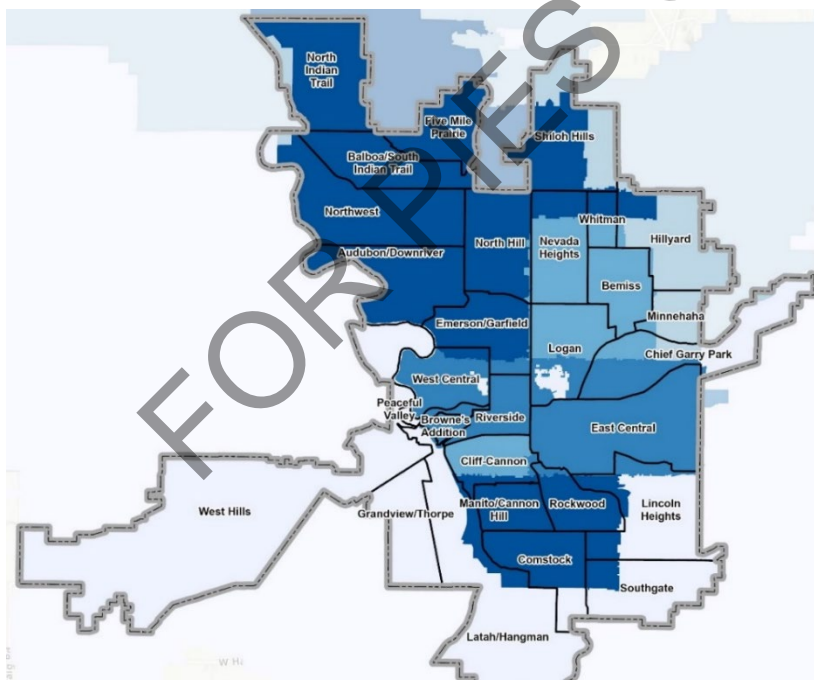


Figure 14. Map showing those who responded that their mental health and their physical health have been impacted by climate hazards. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

closer look into those areas. In order to understand whether mental and physical health impacts vary depending on location within the City of Spokane, the responses were compared with survey respondents who provided their zip code. The maps for both mental and physical health impacts had the same spatial distribution. In general, the response rate distribution mirrors the distribution of individuals who took the survey, indicating an overall consensus of survey takers regardless of city location. However, the northernmost portion of Shiloh Hills, portions of Nevada Heights, Bemiss, portions of Logan, and portions of Whitman all indicated a

slightly lower response rate, indicating fewer individuals in these areas reported having their mental and/or physical health impacted by climate hazards.

Personal stories about your experiences and concerns

When asked to share personal stories about their experiences and concerns (or lack of) around extreme weather and climate impacts, respondents largely discussed their concerns over **smoke and wildfires**, as well as **extreme heat**. Impacted activities included sports, camping, and gardening, with many expressing concerns over not being able to continue growing their own food. The increased cost of utilities due to greater demand for heat and air conditioning usage was also a common story.

Some survey respondents believe the weather events are not unusual, but many still acknowledge the personal or financial impact of extreme weather. This result indicates a **collective desire for community resiliency**, regardless of personal thoughts around changing climate patterns or hazards.



Figure 15. Personal stories submitted that reflected consistent patterns from survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

As You Look to the Future...

Survey respondents were also asked to think into the future about climate impacts. The City of Spokane Comprehensive Plan looks at a twenty-year vision for the city, identifying policies to guide future growth. The intent of these questions was to identify potential areas for future policy consideration.

Within the next 20 years, how concerned are you with weather and climate impacts in the City of Spokane?

When asked how concerned they are about certain weather and climate impacts within the next twenty years, respondents indicated a general extreme concern over **extreme heat, wildfire, and smoke from wildfires**. Drought, intense storms, reduced snow and snowpack, extreme cold, and water levels were generally of moderate concern. Most respondents indicated little to no concern over flooding, landslides, loss of traditional foods or plants, and changes in access to culturally significant areas or resources. The below graph breaks down the results by extremely concerned and not at all concerned responses. It is important to note that moderately and slightly concerned were also potential responses, which is how the impacts of moderate concern above were identified but were not graphed below to make it easier to identify the highest and lowest concerns.

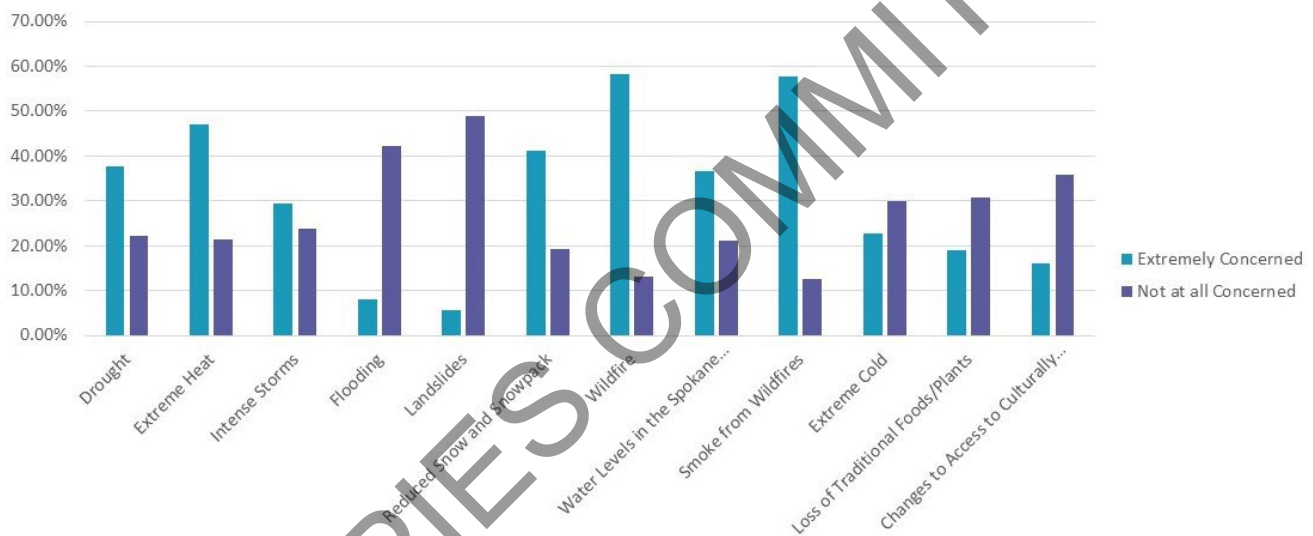


Figure 16. Graph illustrating the number of respondents who indicated extremely concerned or not at all concerned to future climate impacts. Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Which sectors do you think are most at risk from extreme weather and climate impacts in Spokane?

Survey respondents were asked to rank how at risk they believe certain sectors or categories of assets will be in the future, ranked from 1 to 11. **Agriculture and food systems** were largely ranked most at risk, while neighborhoods and communities were largely ranked least at risk.

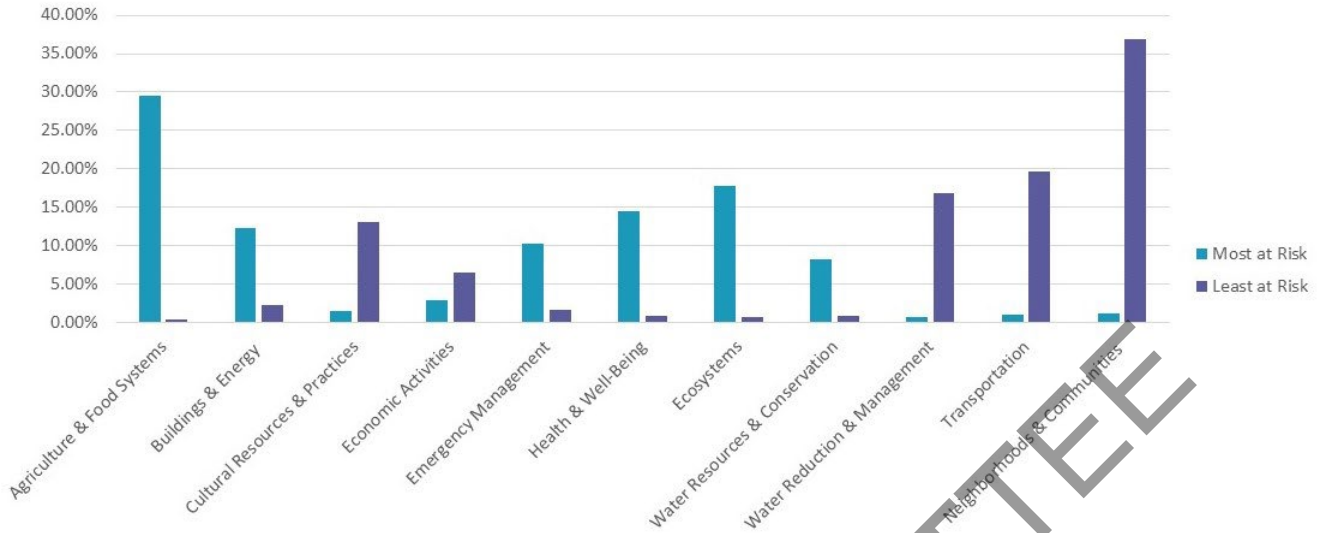


Figure 17. Graph illustrating the number of respondents who indicated most at risk or least at risk for provided sectors.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Survey respondents were also asked to provide comments on why or why not they are concerned about the sectors reviewed, or if there were any specific resources and infrastructure they thought were at risk. Common themes include concerns over local food production and small farms, the resiliency of the natural ecosystem and wildfires, water quality and the aquifer, how unhoused residents are more affected, the impact of trash and littering, and the support of multi-modal transportation options. Other comments included concerns over community safety and crime, as well as rising costs.



Figure 18. Comments about sectors submitted that reflected consistent patterns from survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Looking Towards Solutions

When looking toward the future, it's important to also look at potential future actions and solutions in the face of extreme weather and climate hazards. Feedback received from these questions will help **inform potential policies** that will be incorporated into the City of Spokane Comprehensive Plan.

What obstacles do you face when trying to reduce your household's environmental impact?

When asked what **obstacles** they may face when trying to reduce their household's environmental impact, a majority of survey respondents indicated the **costs** and **time** needed to make changes – such as improving insulation, updating windows, or replacing lawn – kept them from making changes they wanted to do. Other common themes included a lack of control over rented properties, lack of information on how to reduce their impact, not being sure individual actions make a difference, neighborhood covenants that restrict actions, businesses being viewed as having more of an impact, limited options of goods available to purchase, and limited recycling of once every other week.



Figure 19. Comments about obstacles that reflected consistent patterns from survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

What kinds of climate solutions would you most like to see in Spokane?

Rather than just identifying concerns, risks, and obstacles, survey respondents were also asked to think specifically about **potential solutions** to increase Spokane's resiliency. Common themes included **water and waste reduction, incentives for more sustainable upgrades** (particularly for low-income residents), **tree management**, and **more trees and greenspace** throughout the city. Education and formal information sharing was also highlighted throughout the received comments.



Figure 20. Comments about potential solutions that reflected consistent patterns from survey respondents.
Source: 2024-2025 City of Spokane Community Climate Planning Survey.

Next Steps

The Community Climate Planning Survey was one tool used to seek feedback about climate impacts experienced by Spokane’s community. The engagement will continue throughout 2025 and 2026 and will be jointly considered along with data and scientific analysis throughout the phases of the Climate Planning efforts, ultimately resulting in proposed climate and resiliency focused policies to be incorporated into the City of Spokane Comprehensive Plan. The public is encouraged to stay engaged and keep an eye out for future opportunities to have their voice heard.



- **Stay Informed:** Follow the City of Spokane on social media and [sign up for email updates](#) to stay up-to-date on the latest developments in our climate planning efforts. You can also find more information on the project webpage at my.spokanecity.org/climateplanning.
- **Attend Events:** Look out for upcoming community workshops and events to chat, share information, and have your thoughts on climate planning heard.
- **Participate in Engage Spokane:** Community members can weigh in on Spokane’s climate and resiliency planning efforts through [Engage Spokane](#), an online community space to offer input and help shape the future of our thriving city.
- **Share Your Voice:** Your input is crucial in shaping our city's response to growing climate hazards. Join us for community workshops, town hall meetings, and online surveys to share your ideas, concerns, and priorities. You can also directly email the Climate Planning project team at climateplanning@spokanecity.org.

Appendix A – Survey Analytics

Analytics of survey responses and outreach efforts are documented to provide insight into how the survey was taken and shared.

SurveyMonkey Analytics

The Community Climate Planning Survey used SurveyMonkey to create and distribute the survey to the community. With a total of **1,573 responses**, the **survey completion rate was 100%**. This means everyone who started the survey submitted their responses. The first full week of January saw the most survey responses in one week, corresponding with PeachJar distribution (details below).

The survey was provided in **six languages**: English, Spanish, Arabic, Russian, Marshallese, and Vietnamese. One response was submitted through the Spanish survey, and one was submitted through the Russian survey. While not a high rate of responses, translation of the survey provided an opportunity for more community members to learn about the survey and Climate Planning efforts.

Digital Media Analytics

The City of Spokane leveraged its digital media to promote the Community Climate Planning Survey. A blog post and a news release advertising the survey were published. In January 2025, a total of **thirteen City newsletters** from various Departments and including the citywide Community Update newsletter reached over **80,000 unique emails** and resulted in **over 800 individual “clicks”** to learn more about the survey. Collectively, through the various City social media channels, the survey was **promoted to accounts over a half-million times, seen 190,000 times, and engaged with 1,300 times**.

PeachJar Analytics

PeachJar is an online bulletin board for the Spokane School District. The survey was shared through their system from January 6, 2025 through January 31, 2025. Distribution went to **56 schools**, with a total of **15,767 impressions** and **299 views**. 44 individuals visited the City of Spokane webpage or otherwise took action from the dashboard.

Community Distribution

A focused effort to distribute the Community Climate Planning Survey outside of City platforms was also conducted. Partnerships that helped amplify the survey with their audience include Spokane Public Schools (including non-English speaking families), Spokane Transit Authority, Spokane River Forum, the Northeast Community Center, Spokane Zero Waste, Inland Northwest Land Conservancy, The Lands Council, a number of faith-based organizations, and many more. Information about the survey, as well as digital flyers, were emailed to approximately 85 organizations and all Spokane Neighborhood Councils.

Non-digital efforts included physically posting flyers at Spokane libraries, community centers, throughout City Hall, and general community boards throughout the city. Survey flyers were available at the City Council Legislative Session sign up table and City staff promoted the survey during a tabling event outside City Council Chambers before the January 27, 2025 legislative session. The survey was also advertised during numerous Plan Commission, Climate Resiliency & Sustainability Board, and City Council committee meetings.

FOR PIES COMMITTEE

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
Planning and Economic Development
March 26, 2025

Subject

With recent changes to the City's zoning code to allow Middle Housing, there is increasing pressure for redevelopment of infill sites. In some cases, development proposals have occurred where there are not enough addresses available to assign an addresses to new development. The City has been able to navigate these situations through voluntary solutions, but City Council has indicated a desire to provide clear policy for these situations.

Predictable addressing is crucial for emergency services, who often have to find addresses without prior knowledge of a neighborhood. Before any proposal is finalized, Planning will be working with Police, Fire, and Spokane Regional Emergency Communications (SREC) to ensure the proposed changes are compliant with national standards and meet the needs of first responders.

Impact

Addressing problems in the future could pose a barrier to new infill housing. Having a defined, predictable set of standards will help everyone to deal with addressing issues expeditiously.

Action

No action is requested at this time. Additional workshop time and/or a request for a hearing will be scheduled once a proposal has been thoroughly vetted.

Section 17D.050A.100 Addressing Standards

- A. Each property owner who has addressable property and has not been assigned an address has a responsibility to apply to the Addressing Authority for a physical address.
- B. Application for each address assignment prior to the issuance of a building permit shall include, at a minimum: a site map showing any proposed or existing structures, driveways, and road approach locations and shall be accompanied by an application, as determined by the Addressing Authority.
- C. The numbering of addressable properties or structures along each roadway shall begin at the appropriate grid point of origin and continue in sequence. No address shall be out of sequence in relation to the adjacent addresses.
- D. Each block along a roadway may have up to one hundred address numbers. The hundred series shall change upon crossing a roadway intersection or in best possible alignment with the established address grid if applicable, with the exception of intersecting driveways and/or alleys. The hundred series along a public roadway shall not change upon crossing a private roadway, unless deemed necessary by the Addressing Authority. Private roadways wholly contained within plats shall be assigned hundred series as if they were public roadways.
- E. Addresses along a roadway shall have even numbers on one side of the roadway and odd numbers on the other side as defined in the addressing grid.
- F. Individual address numbers shall be assigned to fit within the block range of the roadway segment to which the address is assigned (e.g. a new address that is assigned to the 200 block of Main St., must be assigned a number between 200 and 299). Individual addresses should be assigned to be consistent with adjacent blocks of the same N-S or E-W orientation.
- G. Properties only accessible via a shared driveway shall be assigned an address based on the point of origin of the driveway from the connecting roadway and shall be sequential(~~(, with the following exceptions:)~~).
- H. Addressable property or structures shall be assigned an address based upon the road from which vehicular access to the property or structure is obtained, with the following exceptions:
 - 1. Commercial and Public Facility structures may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.

2. Residential structures on corner lots may be assigned an address based upon the roadway the main entrance faces and not necessarily the access roadway.

~~((H))~~. Fractional addresses shall not be used (e.g., “100 ½ W. Main St.”).

~~((I))~~. Address numbers shall not contain any non-numeric characters (e.g., “118a” or “118b”).

K. New Addresses in Residential Infill Development.

Infill development in densely-built locations with pre-existing addressing may involve situations where there aren't enough open numbers within the existing addressing on a street. In such cases, the following options shall be considered:

1. For development that is substantially similar to multi-unit housing, such as Attached Houses, Cottage Housing, and Accessory Dwelling Units, the standards for multiple units in SMC 17D.050A.120 may be used to provide addresses.
2. Addressing for nearby parcels on the block face may be modified by approval of the City Council.
3. The Administrator shall determine which of the above methods to employ, with an emphasis on consistency and predictability for emergency service providers and other agencies.



STAFF REPORT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES DEPARTMENT

To:	City of Spokane Plan Commission
Subject:	Bicycle Priority Network
Staff Contact:	Tyler Kimbrell Planner II tkimbrell@spokanecity.org
Hearing Date:	March 26, 2025
Recommendation:	Approval

I. SUMMARY

The Bicycle Priority Network identifies key mobility routes across the city, ensuring people of all ages and abilities can get to where they need to go. BPN routes will receive priority consideration for funding opportunities for installing facilities that focus on getting people to and from their destinations by biking and rolling. Many of these facilities do not currently exist on the identified BPN. The goal is to identify routes that, with targeted investments, are most likely to provide the optimal biking and rolling experience for safety, user experience, and route directness. Additionally, by integrating federal and state environmental justice data in the analysis for identifying BPN routes, the City is better prepared to apply for competitive grant opportunities. Maps of the Bicycle Priority Network are provided as Exhibit A.

II. BACKGROUND

Planning Services conducted an initial stakeholder review session in Fall 2023 with the consultant, Parametrix, to determine priority criteria for identifying the draft BPN. This review session resulted in the Network Development Principles (Exhibit B). The Network Development Principles gave the consultant a framework for developing the draft BPN to meet relevant targets such as safety priorities, amenity and service access, and all ages and abilities network routing. The project team put the network development principles into action through the creation of an initial draft of the BPN. City staff assessed the BPN to ensure consistency with other plans and policies, and to confirm route viability.

After publishing the public drafts of the Network Development Principles and BPN, the Bicycle Advisory Board established a “BPN Subcommittee” to review the draft routes and confirm that they could be developed into an all ages and abilities network. At the same time, City staff developed an interactive map with the draft BPN and distributed it to the community to receive additional feedback. The map received over 500 comments from the community, and the project team made changes based on the feedback (the map on the [project webpage](#) is available that shows both the pre and post comment BPN).

In late Spring 2024, the BPN, Network Development Principles, and Priority Network Documentation (Exhibit C) were finalized. The final version introduced “expanded” routes – these routes indicate bicycle facility improvements desired by the community but that did not, in many cases, align with network spacing or scoring criteria. The expanded routes may still be considered for bicycle facility improvements, but the priority routes take precedence.

III. PROCESS

ROLE OF THE CITY PLAN COMMISSION

The proposed adoption by resolution of the Bicycle Priority Network is seen as a key element for advancing transportation planning in the periodic update to the Comprehensive Plan. The Plan Commission is responsible for holding a public hearing and forwarding its findings, conclusions, and recommendations to the City Council.

The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council or may modify the findings as necessary to support their final recommendation.

ROLE OF CITY COUNCIL

The City Council will also conduct a review process considering the proposed resolution, public comments and testimony, the staff report, and the Plan Commission’s recommendation. The final decision to approve, modify, or deny the proposed resolution rests with the City Council.

COMMUNITY ENGAGEMENT

The Bicycle Priority Network project was initiated with a presentation to the Plan Commission and a presentation to agency partners and internal stakeholders identifying core goals and principles for designing the BPN methodology in the late fall of 2023. Throughout 2024 the Bicycle Advisory Board and Subcommittee of the Bicycle Advisory Board, focusing on the routing of the Bicycle Priority Network, was instrumental in developing and finalizing the routes that are found on Attachment A. Between March and April an online comment map was available, advertised through City social media and newsletters, and garnered over 500 comments that influenced route identification.

Plan Commission	Oct 25, 2023 March 12, 2025
Agency workshop	September 19, 2023
Bicycle Advisory Board	July 18, 2023 September 19, 2023 November 21, 2023 January 16, 2024 February 20, 2024 March 19, 2024
Bicycle Advisory Subcommittee	January 25, 2024 February 8, 2024 February 15, 2024 February 22, 2024
Transportation Commission	November 20, 2024 January 15, 2025
Online comment map (500+ comments)	March – April 2024

SEPA REVIEW

This is a non-project action that is exempt from SEPA under WAC 197-11-800(19) as it relates solely to governmental procedures, and containing no substantive standards respecting use or modification of the environment.

RESOLUTIONS/ LETTERS OF SUPPORT

- Bicycle Advisory Board Letter of Support and Transportation Commission Resolution – Exhibit D

IV. ANALYSIS

PROPOSAL DESCRIPTION

Following the adoption of the Bicycle Master Plan and the 2017 Update to the Comprehensive Plan the City of Spokane Planning Services and Economic Development is recommending adoption by resolution the Bicycle Priority Network to provide guidance for the 2026 periodic update of the Comprehensive Plan. The recommendation will help align the vision and goals of the community in the periodic update toward creating a more bicycle friendly city.

IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

The Bicycle Priority Network will be utilized in the 2026 update to the Comprehensive Plan.

V. DISCUSSION

The proposed Bicycle Priority Network is intended to provide a base for future implementation of the bicycle network. As cycling becomes a more popular choice for commuting, the network can be revised to adapt to changing habits and further analysis. The Bicycle Master Plan, as currently written/shown in 2025, does not identify a core network of routes with associated scoring data. This project enhances the availability of this data for future grant development and implementation of the network.

VI. STAFF RECOMMENDATION

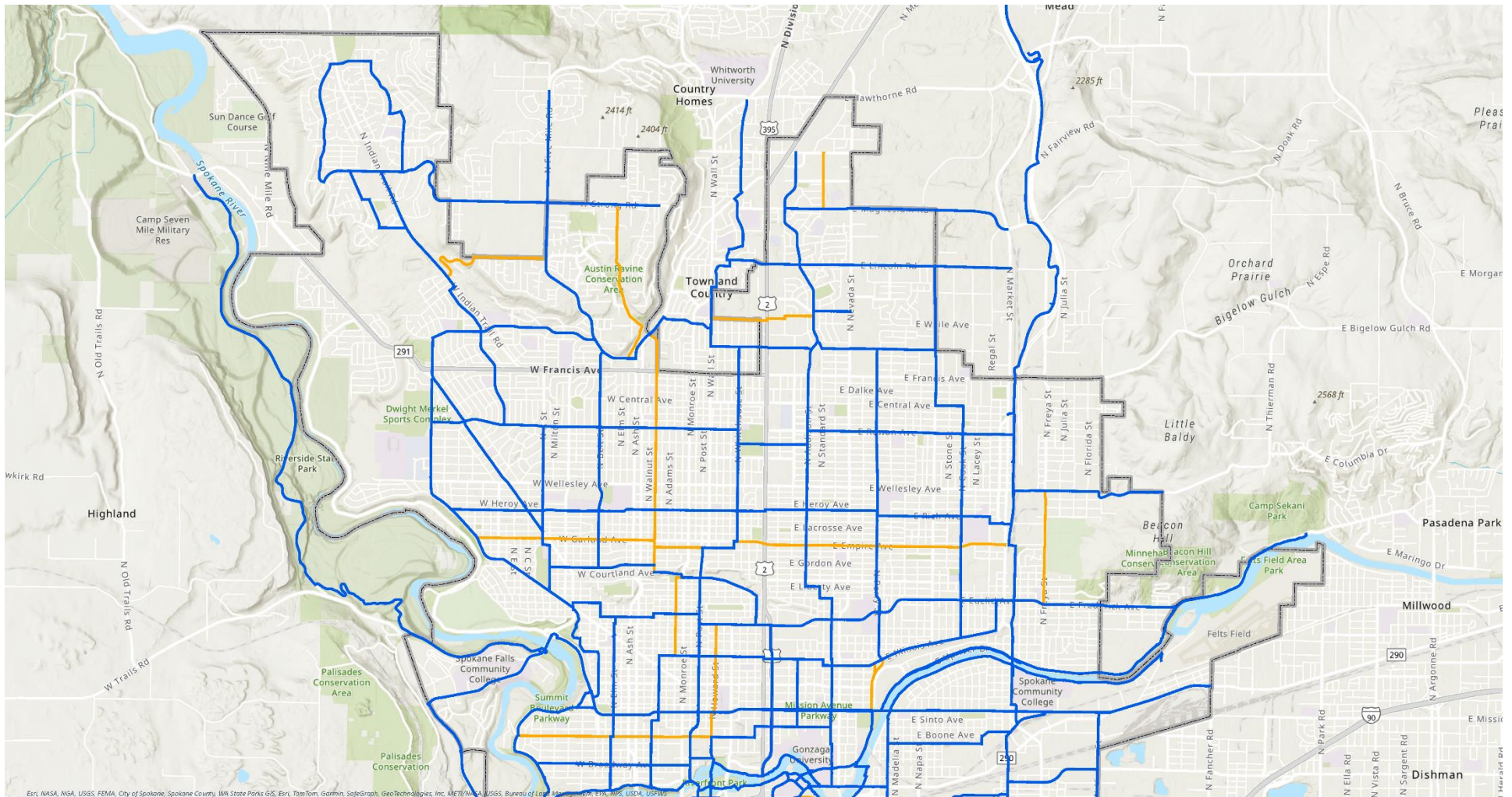
Following the close of public testimony and deliberation regarding conclusions, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested adoption by resolution.

Staff **recommends approval** of the requested adoption by resolution of the Bicycle Priority Network and recommends that the Plan Commission adopt the facts and findings of the staff report.

VII. LIST OF EXHIBITS

- A. Bicycle Priority Network Maps
- B. Network Development Principles
- C. Priority Network Documentation
- D. Bicycle Advisory Board Letter of Support and Transportation Commission Resolution

EXHIBIT A



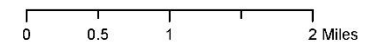
Esri, NASA, NOAA, USGS, FEMA, City of Spokane, Spokane County, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. (NET/NOAA), USGS, Bureau of Land Management, Esri, NOAA, USGS, USFS, USFWS



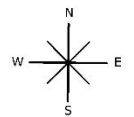
City of Spokane Bicycle Priority Network

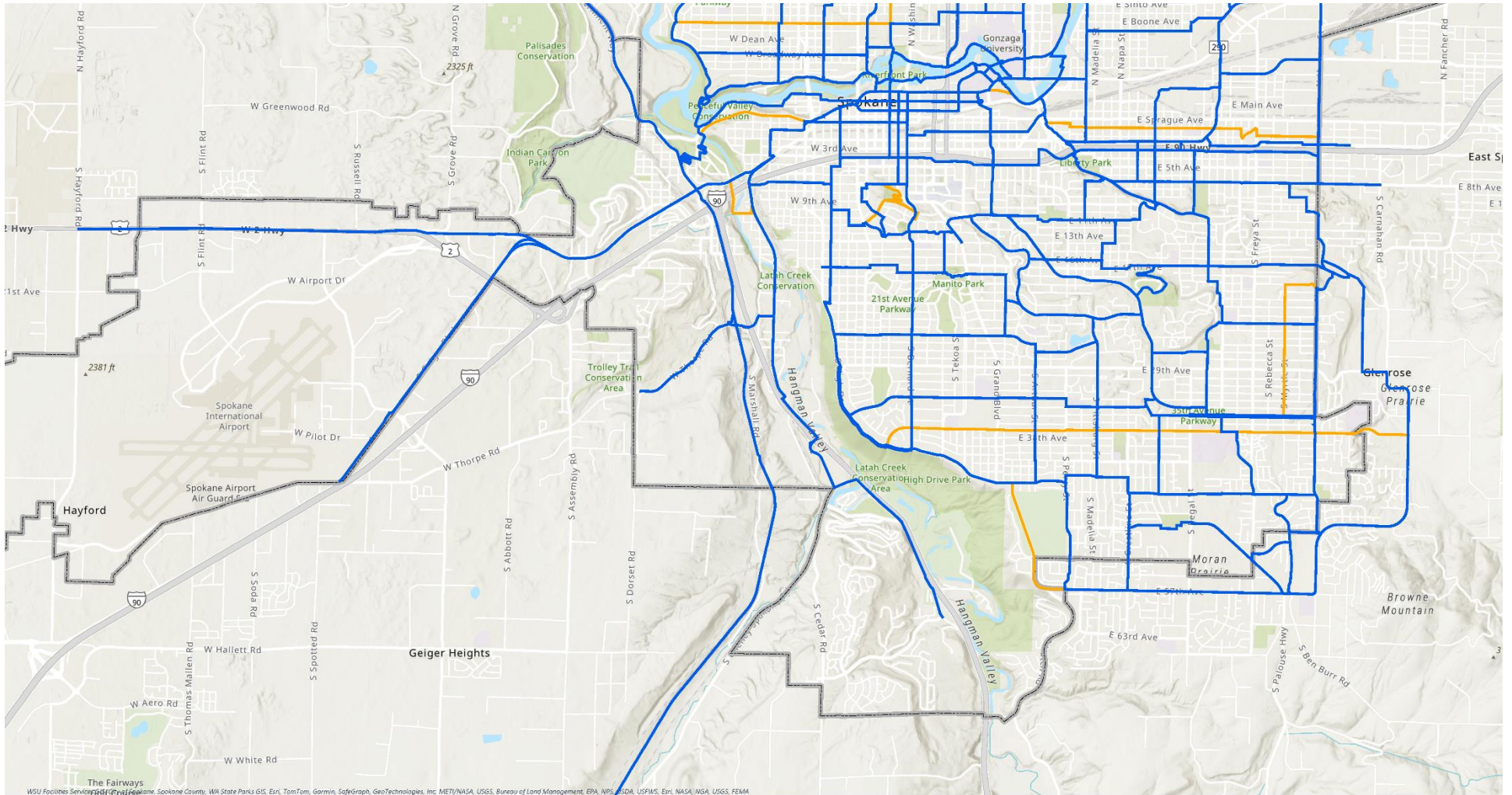
North of the Spokane River

This is not a legal document.
 The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



- Legend**
- Expanded
 - Priority
 - City of Spokane





WSU Facilities Services, City of Spokane, Spokane County, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, NOAA, USFWS, Esri, NASA, USGS, FEMA



City of Spokane Bicycle Priority Network

South of the Spokane River

This is not a legal document.
 The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

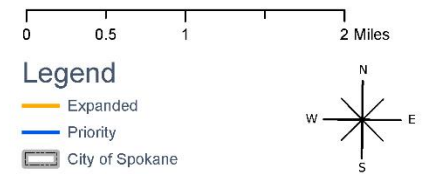


EXHIBIT B

DATE: February 29, 2024
TO: City of Spokane
FROM: Erin David, Sierra Ohlsen
SUBJECT: Spokane Bicycle Network: Network Development Principles
PROJECT NAME: Spokane Priority Bicycle Network

Introduction

The purpose of this memo is to identify proposed Network Development Principles for Spokane's priority bicycle network. The proposed principles build on established goals for the bicycle network as well as prioritization criteria used to guide the selection of priority network segments and routes. The following sections describe the importance of Network Development Principles, how they can be used to facilitate network selection, and describe each of the proposed principles, including how it's measured. Finally, additional resources are provided for further guidance on establishing principles and applying them to the network.

Guiding Network Development

Network Development Principles translate project goals into practical considerations for selecting priority routes. They not only reflect specific targets or priorities, but they also capture logistical considerations for route selection that were revealed through the selection of the City's priority network.

Network Development Principles are an important consideration as the City advances priority network implementation. The selected priority network represents current and anticipated future conditions in the city. However, over time, the built environment, travel patterns, and other projects change. Routes once identified as a priority may no longer be feasible, or other projects open opportunities for better routes. Network Development Principles will help the City navigate these changes while remaining consistent with the overall vision established through this project and other planning efforts.

How to Use Network Development Principles

The Network Development Principles outlined in this memo provide a framework for selecting priority network segments and routes. When used in conjunction with prioritization criteria, these principles can help streamline decision-making and lend to a more consistent application of network goals and priorities. While each of the principles outlined here are important aspects of network selection, it is important to consider the role each has in the selection process and how they correspond with City priorities.



Certain principles, such as Route Directness and Access to Destinations, correspond with factors that are less flexible and less likely to change—the location of destinations and configuration of the roadway network. However, factors such as low-stress routes and route legibility are more flexible. Facility selection, design choices, and the addition of amenities can significantly improve user experience related to these factors. Finally, principles including network spacing, equitable network coverage, and feasibility serve as additional checks to the process to confirm that the right routes—both in terms of location and quantity—are included. This relationship is depicted in Figure 1.

**IDENTIFY
POTENTIAL
ROUTES**



**REFINE
ROUTE
SELECTION**



**ASSESS
NETWORK**

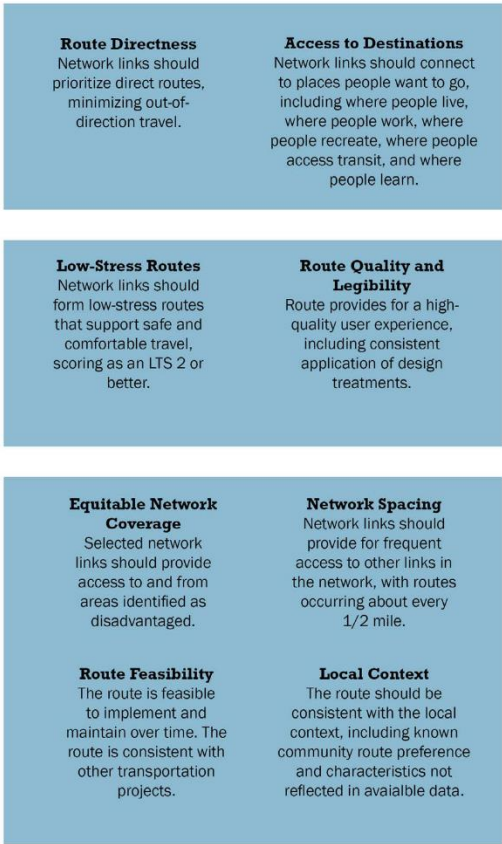


Figure 1: How to Use Network Development Principles



Network Development Principles

Route Directness

Route directness refers to the variation between the total trip distance of a particular route compared to the shortest route available. More direct routes help people get to where they're going faster and with fewer turns to navigate. Route directness is a key component of route utility; when balanced with safety and comfort, route directness can also improve user experience. As an example, neighborhood streets that have lower speed limits and lower volumes of motor vehicles may provide a more comfortable path of travel. However, limited connectivity due to cul-de-sacs or limited safe crossing opportunities may require significant out-of-direction travel, adding significant time/distance to a route.

How is this measured? Route directness can be measured by comparing distance (in miles) or anticipated trip time (in minutes). Comparison among route choices may also include qualitative measures, like ease of navigation.

Recommended Principle: Routes should prioritize direct routes between key destinations, neighborhoods, or districts. Direct routes will minimize out-of-direction travel to the extent feasible. Selection of less direct routes may be required if the creation of safe, comfortable connections is not feasible along the selected route (see LTS below).

Associated Goals: Connectivity

Access to Destinations

Access to destinations is a key factor in building out a quality route and network. Providing adequate access to destinations via the bicycle network removes barriers for people bicycling, whether for commuting, running errands, recreation, or something else.

How is this measured? Access to destinations can be measured through quantitative means, such as describing the number or percent of jobs accessible by bicycle, the percentage of households with access to a low-stress bicycle route, or the development of travel sheds for specific destination types. Access to destinations can also be evaluated through a visual assessment that compares bicycle routes, key destinations, and areas where people work or live. This principle currently uses a visual assessment.

Recommended Principle: Priority network routes should provide access to the greatest number of destinations possible. Routes should connect within a block of destination clusters and should provide direct access to schools, transit centers, activity centers, employment areas, and parks.

Associated Goals: Comfort, Connectivity, Equity, Sustainability, Safety



Low-Stress Routes

Level of Traffic Stress (LTS) is a framework that estimates route safety and comfort based on factors such as posted speed limit, traffic volumes/number of lanes, presence of bicycle facilities, and bicycle facility characteristics (width, separation from motor vehicles, and similar). LTS provides a framework for understanding overall route safety and comfort while also corresponding with who might be expected to use the route. For example, LTS 1 routes are typically known to accommodate all ages and abilities, while LTS 2 routes are suitable for most adults.

How is this measured? LTS scores routes and intersections using a four-point scale. LTS results estimate the expected comfort and safety of a particular route, with lower scores (LTS 1 and 2) corresponding with low-stress routes, and higher scores (LTS 3 and 4) corresponding with high-stress routes. LTS scores apply to both road segments (travel along) and intersections (travel across). LTS score assignment should be consistent with evaluation methods used in the region.

Recommended Principle: Priority network routes should accommodate low-stress travel, with a target of LTS 2 or better along the entire route. This evaluation should account for intersections as well as segments.

Associated Goals: Safety, Comfort

Network Spacing

Network spacing defines the density of routes on the priority network. Network spacing provides a sense of network coverage and has direct impacts on access to destinations, route directness, and more. Targets for network spacing will vary across the network based on factors such as roadway network density as well as the density of trip generators and attractors. Areas with denser road networks and a greater density of people and places may necessitate closer spacing, while areas with a less dense road network and fewer people and places may require less frequent spacing. The target identified below is based on observations from the selected priority network.

How is this measured? Network spacing refers to the straight-line distance between two parallel routes. It is recommended to measure at various points along the routes for both east-west and north-south travel.

Recommended Principle: The priority network should have frequent and direct network connections. Spacing between parallel segments should be about a ½ mile for most of the city and no more than one mile apart in less dense areas. Areas with a greater density of roadways and destinations, or that have one-way routes, may be spaced at less than ½ mile.

Associated Goals: Comfort, Connectivity



Route Quality and Legibility

Route quality and legibility directly influence user experience. Route quality refers to various physical characteristics of the route that improve user experience; examples include tree/shade coverage, lighting, and pavement quality. Consistency refers to the use of consistent design treatments and features that help people understand the route. Not only can this increase comfort, but it helps the route be more intuitive for navigation purposes.

While this measure accounts for some existing conditions, such as lighting and tree coverage, it may also include consideration for design potential. Questions may include:

- If a route does not currently have significant tree coverage or lighting, can this be added as part of the route design?
- Do the physical constraints along the route prevent consistent application of facility treatments?
- What are the maintenance considerations that will guide long-term route quality?

How is this measured? Existing data regarding tree coverage and lighting can guide the selection of routes; additional data collection and/or collaboration with relevant departments may be required for other elements.

Recommended Principle: Priority network routes should provide for a consistent experience along the corridor, whether based on existing characteristics or the ability to improve quality and consistency through route implementation.

Associated Goals: Safety, Comfort, Connectivity

Equitable Coverage

Priority routes should be accessible to disadvantaged areas. As network links and routes are selected, City staff should confirm that areas identified as disadvantaged are not precluded from priority network coverage. Providing priority network access in these areas helps expand mobility choice for the community.

How is this measured? The Climate and Economic Justice Screening Tool is a federal resource that identifies areas with higher concentrations of disadvantaged populations based on environmental and socioeconomic factors. Other sources of data include USDOT, FTA, FHWA, and WSDOT. These sources should be utilized depending on the needs of available funding opportunities.

Recommended Principle: Priority network routes should connect through areas identified as disadvantaged, providing high-quality routes connecting to destinations.

Associated Goals: Equity, Connectivity



Local Context

Routes should also consider local context, including both additional factors not represented in available data as well as community preference, a based on local knowledge and experience These considerations may mean that a route with more out-of-direction travel may be preferred as it's more intuitive to people biking, provides access to destinations not reflected in the data, or exhibits unique ride quality in terms of pavement condition, topography or aesthetic factors. This principle also provides consideration for known projects or other agency actions that may influence route feasibility over time.

How is this measured? Understanding of local context can reflect City staff knowledge, public input, and engagement through the City's Bicycle Advisory Board. As an example, the City is asking for feedback on the draft priority network as part of this project, as seen [here](#).

Recommended Principle: Priority network routes should account for community preference and local context when it is logical to do so.

Associated Goals: Comfort, Connectivity

Route Feasibility

Selected routes and required treatments to align with identified principles (such as low-stress routes and route quality) should be feasible for both implementation and long-term maintenance. Feasibility includes consideration for factors such as cost to implement, available right-of-way, consistency with maintenance practices and procedures, and cost of ongoing maintenance. Additionally, the route should be consistent with other planned transportation projects. For example, will other planned projects substantially impact the ability of this corridor to provide a complete, connected, and low-stress route for people bicycling?

How is this measured? Feasibility should reflect internal City buy-in with consideration for capital project funding, operations funding, and relevant department procedures. Coordination with other departments and agencies may be required to assess compatibility with future projects.

Recommended Principle: Selected routes should be feasible, both to implement and maintain in the long-term. Planned transportation projects should not negatively impact bicycle routes.

Associated Goals: Sustainability



Additional Resources

The following list of resources available through the Federal Highway Administration (FHWA) can provide additional guidance to City staff for the implementation of a priority bicycle network that aligns with the local vision for a complete, connected, safe, and comfortable bicycle system.

- **Bikeway Selection Guide**
Guidance for identifying the most appropriate bicycle facility for a corridor to provide safe and comfortable routes of travel.

Website: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

- **FHWA Guidebook for Measuring Multimodal Connectivity Guidebook**
Guidebook and toolbox for evaluating network connectivity for bicycle and pedestrian networks.

Website:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_connectivity/fhwahep18032.pdf

- **Guidebook for Developing Pedestrian & Bicycle Performance Measures**
Guidance for identifying relevant performance measures and track system progress over time.

Website:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf



EXHIBIT C

DATE: December 7, 2023
TO: City of Spokane
FROM: Parametrix
SUBJECT: Revised Prioritization Framework
PROJECT NAME: Spokane Priority Bicycle Network

Introduction

The following memo describes the revised prioritization framework that will guide selection of the priority bicycle network for the City of Spokane. The framework is informed by available data, input from project stakeholders, current best practices, and city staff review. This memo should be used in coordination with the attached matrix, which defines specific categories and measures.

It is important to note that this information is intended to be a framework for network prioritization. While quantitative measures will guide network selection, the process will be iterative and may require additional input to reflect local context or information not reflected in available datasets. For example, network selection should consider and include recent projects or proposals that affect the transportation network.

Evaluation Process

Evaluation of proposed network segments uses a combination of quantitative and qualitative data. Quantitative data, such as population density or proximity to key destinations, will rely on available spatial data and third-party data sources, such as Replica. Qualitative data will include input from City staff on aspects such as feasibility, as well as manual review of aspects such as connectivity. The project team will evaluate the Future Network layer provided by the City. This includes both existing and proposed facilities and is broken into distinct project segments.

Since the result of this project is a priority network as opposed to a ranked project list, the project team will use a multi-part evaluation process. This process will include:

- **Step 1: Evaluate measures using quantitative data. (Table 1)**
The result of this step will be a total score for each network segment. The score will help the project team identify key network links and assess network patterns based on a combination of data.
- **Step 2: Review results and assemble draft priority network.**
Using the scores produced in Step 1, the project team will identify high priority segments and routes. Additionally, the use of Replica data, which uses anonymized data from location-based devices to capture local travel patterns, will inform high-demand areas. The project team will assemble a priority network using this information, with an emphasis on:
 - Direct routes that connect destinations and areas of high demand
 - Routes that provide for continuous travel and connections to other priority routes
 - Inclusion of key network links, such as the Centennial Trail
 - Evaluating network spacing options and trends



- **Step 3: Review network and evaluate measures using qualitative data. (Table 2)**
The City and project stakeholders will then review the network to confirm route selection. This review should include information about local context, such as high-use routes, as well as factors such as feasibility, planned project opportunities, maintenance, and user experience. Examples of these criteria are outlined in Table 2.
- **Step 4: Finalize network draft**
Based on feedback provided by the client and stakeholders, the project team will refine the priority network. A final map and dataset will be provided.

Table 1: Step 1 Evaluation - Quantitative Data

CATEGORY	CRITERIA (GIS Field Name)	DEFINITION	SCORING NOTES	SCORING
<p>Access to Destinations This category assesses the route's proximity to places people want to go and considers from where people might be traveling. Areas with higher concentrations of destinations will be higher priority, while fewer destinations will be lower priority.</p> <p>For the purposes of this measure, proximity is defined by straight-line distance and does not necessarily reflect door-to-door access to destinations.</p>	Education (Access_Educ)	Proximity to educational opportunity. Destinations include public elementary, middle, and high schools, as well as higher education institutions.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to an educational institution. • Medium Score: Route travels within 1/4 mile of an educational institution. • No Score: Route does not provide connectivity within 1/4 mile of an educational institution. 	5
	Recreation (Access_Rec)	Proximity to recreation locations, including parks, green spaces, and trails.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to or through a recreational space. • Medium Score: Route travels within 1/4 mile of a recreational space. • No Score: Route does not provide connectivity within 1/4 mile of a recreational space. 	5
	Transit (Access_Transit)	Proximity to transit, including bus stops and transit stations.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to a transit facility. • Medium Score: Route travels within 1/4 mile of a transit facility. • No Score: Route does not provide connectivity within 1/4 mile of a transit facility. 	5
	Economic (Access_Econ)	Proximity to areas with higher employment density or areas identified as an activity center. Density will be evaluated at the block group level; data will be categorized by quintiles, with the top quintile qualifying for the highest score.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to or through an area with high employment density or an area identified as an activity center. • Medium Score: Route travels within 1/4 mile of an area with high employment density or an area identified as an activity center. • No Score: Route does not provide connectivity within 1/4 mile of an area with high employment density or an area identified as an activity center. 	5
	Services (Access_Serv)	Proximity to services, including healthcare centers (e.g., hospitals), civic destinations, and food sources.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to or through an area with services. • Medium Score: Route travels within 1/4 mile of services. • No Score: Route does not provide connectivity within 1/4 mile of services. 	5
	Population Density (Access_PopDen)	Proximity to areas with higher population density relative to the City of Spokane. Density will be evaluated at the block group level; data will be categorized by quintiles, with the top quintile qualifying for the highest score.	<ul style="list-style-type: none"> • High Score: Route travels adjacent to or through an area with high population density. • Medium Score: Route travels adjacent to or through an area with moderate population density. • No Score: Route travels adjacent to or through an area with low population density. 	5
				30



CATEGORY	CRITERIA (GIS Field Name)	DEFINITION	SCORING NOTES	SCORING	
Equity This category evaluates routes based on the proximity or service to/through areas identified as disadvantaged. Data used in this category will provide consistency with equity measures used in state and federal funding sources.	Transportation (Equity_Transpo)	Does the route provide service to/through areas identified as disadvantaged? Disadvantaged areas are those within the top quintile of results.	<ul style="list-style-type: none"> • High Score: Route directly connects to/through disadvantaged areas. • Medium Score: Route travels within 1/4 mile of disadvantaged areas. • No Score: Route does not provide connectivity within 1/4 mile of disadvantaged areas. 	10	30
	Health (Equity_Health)	Does the route provide service to/through areas identified as disadvantaged? Disadvantaged areas are those within the top quintile of results.	<ul style="list-style-type: none"> • High Score: Route directly connects to/through disadvantaged areas. • Medium Score: Route travels within 1/4 mile of disadvantaged areas. • No Score: Route does not provide connectivity within 1/4 mile of disadvantaged areas. 	10	
	Climate Change (Equity_ClimateCh)	Does the route provide service to/through areas identified as disadvantaged? Disadvantaged areas are those within the top quintile of results.	<ul style="list-style-type: none"> • High Score: Route directly connects to/through disadvantaged areas. • Medium Score: Route travels within 1/4 mile of disadvantaged areas. • No Score: Route does not provide connectivity within 1/4 mile of disadvantaged areas. 	10	
Safety This category evaluates proximity to freight and high frequency transit (HFT). It should be noted that while category is intended to guide route selection toward more comfortable and safer corridors, improvements made through implementation of the bicycle network may mitigate current conditions. This measure should be considered closely with assessments of feasibility.	Freight/High-Frequency Transit Route (Safety_FrghTFT)	Is the route co-located with identified freight routes or high frequency transit routes?	<ul style="list-style-type: none"> • High Score: Route is not co-located with a freight route or high-frequency transit route. • No Score: Route is co-located with a freight route or high-frequency transit route. 	25	25
User Experience This category evaluates measures related to user experience of a route. Elements such as shade (via street trees) and lighting for visibility may have impacts on user comfort and experience. Additional user experience factors are recommended in Step 2.	Lighting (UserExp_Light)	Does the route currently have lighting to facilitate visibility?	<ul style="list-style-type: none"> • High Score: Route currently includes lighting along the length of the corridor. • Medium Score: Route includes some lighting, but the lighting is not consistent for the length of the corridor. • No Score: Route includes limited or no lighting. 	5	10
	Street trees (UserExp_StTrees)	Does the route currently have street trees located along the route?	<ul style="list-style-type: none"> • High Score: Route currently includes street trees along the length of the corridor. • Medium Score: Route includes some street trees, but street trees are not consistent for the length of the corridor. • No Score: Route includes limited or no street trees. 	5	

Table 2: Step 3 Evaluation - Qualitative Data

CATEGORY	CRITERIA	DEFINITION	SCORING NOTES
Feasibility This category evaluates measures related to feasibility of implementation. These measures cover a broad range of questions that may influence feasibility and include topics to guide discussion with other staff, departments, and agencies. As a secondary step in the evaluation process, this category is intended to inform selection among competing routes or provide the basis for review.	Cost	At a high level, is the expected cost of implementing this route feasible? For example, is there sufficient ROW to accommodate the needed improvement; can the facility be accomplished through restriping or other low-cost measures?	<ul style="list-style-type: none"> • High Score: Expected cost of implementing the route is feasible. • Medium Score: Expected cost of implementing the route is significant but potentially feasible. • No Score: Expected cost of implementing the route is not feasible.
	Regional Consistency	Does the project align with other local or regional plans? For example, is the route identified in the regional bike network? Is the project in alignment with upcoming projects?	<ul style="list-style-type: none"> • High Score: Project aligns with other local and regional plans. • No Score: Project does not align with other local and regional plans.
	Maintenance	Ability to maintain facilities to standard, including practices related to snow clearing/storage, regular cleaning, and ongoing maintenance.	<ul style="list-style-type: none"> • High Score: Ability to maintain facilities along route to standard. • No Score: Cannot maintain facilities along route to standard.
Network Connectivity This category assesses the completeness of the network and the ability of routes to connect to other routes. This category includes evaluation of key connections, existing intersection infrastructure, and inclusion of key corridors/signature routes. Elements of this category are scored quantitatively, while other elements require qualitative evaluation. As a secondary step in the evaluation process, this category includes measures that will guide a more manual review of segment selection, including informing selection among multiple higher priority routes.	Key Corridors and Connections	Does the route connect to key routes, either those representing signature corridors (e.g., Centennial Trail) or required connection points, such as river crossings?	Manual review of high priority corridors will help identify if adjustment must be made so that key routes and corridors are included.
	Segment Connectivity	Does the route connect to other high priority routes? Are there opportunities to create a low-stress complete and connected network if route is currently disconnected?	Manual review of high priority corridors will help identify if adjustment must be made to provide for a complete and connected network.
	Key connection points	Does the route use existing crossing infrastructure, such as pedestrian or traffic signals or other enhanced crossings?	Manual review of high priority corridors will help identify if adjustment must be made to provide for a complete and connected network. For example, if two parallel corridors are both high priority, the project team will review the corridors to determine if one has a higher prevalence of existing low-stress crossings.
	Network Density	<i>Note: This measure will be defined through the evaluation process and inform network development principles. For example, when reviewing prioritization results, the project will assess network spacing and identify expected frequency of routes.</i>	<i>Preferred measures will be defined through the prioritization and refinement process.</i>

CATEGORY	CRITERIA	DEFINITION	SCORING NOTES
<p>Safety</p> <p>This category evaluates safety-related measures to inform route selection, including crash history and level of traffic stress. It should be noted that while category is intended to guide route selection toward more comfortable and safer corridors, improvements made through implementation of the bicycle network may mitigate current conditions. This measure should be considered closely with assessments of feasibility.</p>	<p>Crashes (Safety_Crash)</p>	<p>Does the corridor have a history of serious injury and/or fatal crashes involving people on bicycles?</p>	<p>Consider prioritizing corridors without a history of serious crashes. Evaluate feasibility of providing low-stress, separate bicycle facilities if location along a high-crash corridor is preferred.</p>
	<p>LTS (Safety_LowStress)</p>	<p>Is the route low-stress (i.e., LTS 1 or 2)?</p>	<p>Consider prioritizing existing low-stress corridors where feasible. Low-stress corridors may require less intervention or leverage existing investments.</p>
<p>User Experience</p> <p>This category evaluates route grade as related to user experience of a route.</p>	<p>Topography (Safety_Topo)</p>	<p>Does the route provide a relatively flat path of travel for people bicycling?</p>	<p>Prioritize flatter routes. While steep routes may be included in the final network based on necessity, consider the relationship between grade and out-of-direction travel required to travel via a flatter route.</p>

EXHIBIT D

DECLARING THE SPOKANE TRANSPORTATION COMMISSION'S SUPPORT OF
THE PROPOSED BICYCLE PRIORITY NETWORK

WHEREAS, the purpose of the Transportation Commission is to provide advice and recommendations to the Mayor and City Council on the plans and programs necessary to achieve a safe and equitable multimodal transportation system consistent with the Comprehensive Plan, the policies of the City as adopted by the City Council, and within the parameters set forth in state and local law; and

WHEREAS, the City of Spokane continues to observe increases in fatal and serious collisions involving people walking and biking; and

WHEREAS, the Spokane City Council adopted a Complete Streets Program in 2011 with the purpose of accommodating all users in the construction of all City of Spokane transportation projects; and

WHEREAS, the City of Spokane Comprehensive Plan Map TR5 identifies the future bike network; and

WHEREAS, a team led by Parametrix was tasked with identifying key bicycle routes throughout the city prioritizing access to destinations, equity, safety, user experience, feasibility, and network connectivity; and

WHEREAS, the Bicycle Priority Network will assist in directing implementation efforts and policy development for the planned bikeway network; and

WHEREAS, several opportunities to provide feedback during the development of the Bicycle Priority Network were available through technical advisory committee meetings, Bicycle Advisory Board workshops, and online surveys and information; and

WHEREAS, over 500 unique comments were submitted via an online map-based survey; and

WHEREAS, a subcommittee of the Bicycle Advisory Board was formed to provide feedback on the proposed priority network; and

WHEREAS, the Bicycle Advisory Board has submitted a letter of support to the Transportation Commission, Attachment A; and

WHEREAS, a fully connected network is critical to the usability and comfort for people traveling by bicycle;

NOW, THEREFORE, BE IT ESTABLISHED that the City of Spokane Transportation Commission registers its support for the the Bicycle Priority Network

findings proposed by City staff as a guide for future actions related to the development and implementation of the City of Spokane's all ages and abilities bike network.

X *Grant Shipley*
Grant Shipley (Feb 1, 2025 08:38 PST)

Grant Shipley
President, City of Spokane Transportation C...

Attachment A

September 24, 2024

City of Spokane Bicycle Advisory Board

808 W. Spokane Falls Blvd.
Spokane, WA, 99201

City of Spokane Transportation Commission

Spokane City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Dear Members of the Transportation Commission,

On behalf of the Spokane Bicycle Advisory Board, I recommend the adoption of a resolution in support of the Bicycle Priority Network (BPN) project for future adoption into the Bicycle Master Plan as part of the 2026 Periodic Update of the City's Comprehensive Plan. This initiative represents a critical step toward enhancing safety, accessibility, and quality of life for all Spokane residents.

The BPN project utilized a community feedback strategy, receiving hundreds data points, to make adjustments to the routing to ensure the BPN strategically links neighborhoods, business districts, schools, and parks. Having a network that identifies priority routes for people bicycling the City can make more informed decisions when implementing bicycle infrastructure. By investing in protected bike lanes, neighborhood greenways, and shared-use paths, the BPN project prioritizes safety for people bicycling while promoting active transportation options. This aligns with Spokane's Vision Zero goal of eliminating traffic fatalities and severe injuries.

Beyond safety, the BPN project offers significant economic, equity, and environmental benefits. Studies show that cities with robust bicycle networks experience increased local economic activity, provides more mobility options for disadvantaged communities, and a reduction in greenhouse gas emissions. The BPN will help Spokane achieve its sustainability and equity goals by encouraging more residents to choose cycling.

The Spokane Bicycle Advisory Board is confident that implementation of the BPN project will transform Spokane into a safer, healthier, and more connected city. We urge the Transportation Commission to forward this recommendation to City Council to adopt the BPN by resolution, recognizing its vital role in Spokane's future.

Thank you for your consideration.

Sincerely,



Grant Shipley
Chair, Spokane Bicycle Advisory Board







BPN Transportation Commission Resolution

Final Audit Report

2025-02-01

Created:	2025-01-30
By:	Angela McCall (amccall@spokanecity.org)
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-  Document created by Angela McCall (amccall@spokanecity.org)
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-  Signer gshipley@spokanecity.org entered name at signing as Grant Shipley
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