

CANCELATION & SPECIAL MEETING NOTICE

OF THE SPOKANE TRANSPORTATION COMMISSION

THE SPOKANE TRANSPORTATION COMMISSION & SPOKANE PLAN COMMISSION WILL BE HOLDING A COMBINED MEETING ON WEDNESDAY, APRIL 9, 2025 AT 2:00PM - CITY HALL COUNCIL BRIEFING CENTER

THE REGULAR SPOKANE TRANSPORTATION COMMISSION MEETING SCHEDULED ON APRIL 16, 2025, IS CANCELED IN LIEU OF THIS COMBINED MEETING

The regular Spokane Transportation Commission's meeting on April 16, 2025, is **canceled** in lieu of holding a Special Combined Meeting with the Spokane Plan Commission at 2:00 p.m. on Wednesday, April 9, 2025, in the City Hall Council Briefing Center, 808 W. Spokane Falls Boulevard, Spokane, WA. The purpose of the meeting is to consider and discuss items on the attached agenda.

The special meeting will be open to the public.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 220 747 363 981

Passcode: Sk3sc6L3

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 119 411 774 7

[More info](#)

Written public comments will be accepted at eratranscom@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

SEE ATTACHED AGENDA



Spencer Gardner
Planning Service Director

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. 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 m_lowmaster@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.






Special Meeting Notice TC 04.09.25

Final Audit Report

2025-03-21

Created:	2025-03-21
By:	Angela McCall (amccall@spokanecity.org)
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"Special Meeting Notice TC 04.09.25" History

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Signature Date: 2025-03-21 - 7:29:24 PM GMT - Time Source: server
-  Agreement completed.
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Spokane Plan Commission Agenda

Regular Meeting Combined with the Transportation Commission

Wednesday, April 09, 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 3/26/2025 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/Tirrell Black Ryan Patterson All
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Workshops:

2:20 – 2:40	1. Comprehensive Plan Periodic Update – Transportation Visioning and Recent Policy Direction Review	Colin Quinn-Hurst/Spencer Gardner
2:40 – 3:25	2. *Six-Year Streets Capital Improvement Plan Update	Kevin Picanco
3:25 – 3:45	3. Complete Streets Policy Update	Jon Snyder

Adjournment: The next regularly scheduled PC meeting will be Wednesday, April 23, 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.

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Second Wednesday - Plan Commission Meeting Information

Wednesday, April 9, 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.

Microsoft Teams

Join on your computer, mobile app or room device

[Click here to join the 2nd Wednesday meeting](#)

Meeting ID: 220 747 363 981

Passcode: Sk3sc6L3

Meeting ID:

[Download Teams](#) | [Join on the web](#)

220 747 363 981

Join with a video conferencing device

Passcode:
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cityofspokane@m.webex.com

Video Conference ID: 119 411 774 7

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887,,215215222#](tel:+13236181887,215215222#) United States, Los Angeles

Phone Conference ID: 215 215 222#

[Find a local number](#) | [Reset PIN](#)

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 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 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	Revisiting Topics That Have Been Discussed—Loose Threads	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 26, 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: Jesse Bank, Ryan Patterson, David Edwards, Sandra Neperud, Amber Lenhart, Jill Yotz, Tim Williams, Tyler Tamoush
- Board Members Not Present: Greg Francis, Carole Shook
- 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, KayCee Downey, Angie McCall, Emily King, Tyler Kimbrell, Kevin Freibott, Tirrell Black, Tim Fischer, Maren Murphy, Tim Thompson, Joelle Eliason, Sarah Sirott

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

Briefing Session:

- **Community Assembly Liaison Report - Mary Winkes**
 - Mary let the commission know that CA has not met.
- **Transportation Commission Liaison Report - Ryan Patterson**
 - Ryan gave the following report:
 - a. She stated that there was a hearing to adopt the Commute Trip Reduction plan. It was voted to support the CTR and to move onto City Council.
 - b. There was supposed to be a review about the Division/Ruby couplet however, this was set aside as the project is supposed to happen concurrently with the opening of the north/south corridor. Best case is that it will be delayed two years with a phased approach.
 - c. There was a review of the CTAB (Citizens Transportation Advisory Board), which goes to funding maintenance and repair of non-arterial streets paid for by a portion of vehicle tab money. There used to be a separate committee for that but now it is under the Transportation Commission. They explained the prioritization of the projects and that they attempt to spend the money equally in each district.
 - d. There was a presentation on ADA ramp design, and what the design standards are and limitations for when the design standards are not adhered to.
 - e. There was also a presentation about new potential locations for speed safety cameras. They are looking for feedback on the prioritization of where to put these cameras.
 - f. We have our joint meeting with the Transportation Commission during our next Plan Commission meeting on April 9, 2025.
- **Commission President Report - Jesse Bank**
 - President Bank followed up on the discussion of subcommittees for the Comprehensive Plan chapter reviews. He stated to consider the subcommittee formed as of today. There will be

one subcommittee with five different subsections of that committee. We'd like to work with staff to get an email out to everyone to let everyone know what the various buckets are, and what the scheduling implications will be for each of these. He will ask commissioners to sign up for up to two subsections of the subcommittee.

- **Secretary Report - Spencer Gardner**
 - Spencer had two items to discuss. Just a reminder that we do have a hearing today. Additionally, workshops are going well, and the last workshop for this round of engagement will be tomorrow at the Shadle Library. Approximately 40 people showed up last night, and around 50 people showed up at the event at the Central Library.
 - Additionally, a reminder about our Earth Day event, KayCee will share more during her presentation.
 - The work plan is still moving ahead. There was a potential amendment from City Council, about street addressing rules that are in the code. Spencer will be presenting on this item during one of the workshops today.
- **Council Report - CM Kitty Klitzke**
 - There was some discussion back and forth with Director Gardner regarding council items related to trees and neighborhood commercial. They are potentially looking at a revamp of complete streets as well.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Climate Planning Community Survey Results
 - Presentation provided by KayCee Downey and Maren Murphy.
 - Questions asked and answered.
 - Discussion ensued.
- ADU Updates (HB 1337) SMC 17C.300
 - Presentation provided by Tim Thompson.
 - Questions asked and answered.
 - Discussion ensued.
- Addressing Standards (SMC 17D.050A.100)
 - Presentation provided by Spencer Gardner.
 - Questions asked and answered.
 - Discussion ensued.

Workshops Adjourned at 3:36PM.

Hearing:

Attendance for Plan Commission Hearing:

- Board Members Present: Jesse Bank, Ryan Patterson, David Edwards, Sandra Neperud, Amber Lenhart, Tyler Tamoush, Tim Williams, Jill Yotz
- Board Members Not Present: Greg Francis, Carole Shook
- *Quorum Present: Yes*
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison)
- Non-Voting Members Not Present: CM Kitty Klitzke

- Bicycle Priority Network
 - Presentation provided by Tyler Kimbrell.
 - Questions asked and answered.
 - Discussion ensued.
 - No public testimony.

Motion

- *I [VP Ryan Patterson] move that we [Plan Commission] recommend the Bicycle Priority Network to the City Council for approval as presented by staff. Seconded by Commissioner Lenhart.*
No discussion.
- **Motion passes unanimously 8-0-0.**

Hearing Adjourned at 4:14PM.

The next regularly scheduled Plan Commission meeting is combined with the Transportation Commission and is scheduled for Wednesday, April 9, 2025.

Briefing Paper
Spokane Plan Commission
& Spokane Transportation Commission
Joint Meeting - April 9, 2025

Subject: [PlanSpokane 2046](#), Comprehensive Plan Periodic Update: Transportation visioning and recent policy direction

Background: This item provides a review of transportation-focused recommendations from recent plans and studies as background, helping to inform upcoming updates of the transportation chapter, land use chapter, and associated policies. Recommendations emphasize:

- Continued investment in streetscapes within neighborhood business areas and adopted Centers and Corridors,
- Increasing street network connectivity, improving the quality of sidewalk space fronting businesses, increasing access for walking and bicycling, and
- Increasing transit-supportive design, fostering transit-oriented development, and improving road safety for all users of the public right-of-way.

Where and how the City makes these investments, alongside appropriate land use designations, can play a role in the development of growth scenarios.

How can updates to the transportation and land use chapters help the City, community and partner agencies strategically phase public right-of-way investments in a financially constrained environment?

As the growth scenarios for the update to the Comprehensive Plan take shape, the discussion centers on the desirability and feasibility of each alternative. This step evaluates which changes to the development pattern best meet the city's goals around climate resilience, connectivity, and livability while meeting required targets for providing space for population, housing and job growth.

Plans and Studies: These recently-completed and current plans and studies contain address how public right-of-way improvements support desired land use and development outcomes.

[Spokane Downtown Plan](#) – *Adopted by Ordinance – 2021*

[Transit Oriented Development Framework Study](#) – *Adopted by Resolution – 2022*

[Division Connects Vision and Implementation Strategy: Phase 2 Report](#) – *Completed 2022*

[Centers and Corridors Update Study](#) – *Adopted by Resolution – 2024*

[South Logan Transit Oriented Development Plan](#) – *Adopted by Resolution – 2023*

Bicycle Priority Network – *Completed 2025; Anticipated Adoption - April 2025*

West Central Neighborhood Infrastructure Project – *Phase 1 completed 2024; Phase 2 underway*

Hillyard Subarea Plan – *Underway; Anticipated Completion 2025*

Following staff presentation of the study and plan recommendations at the April 9 joint Plan Commission/Transportation Commission meeting, comments and feedback received will assist in guiding the next steps of the 2026 Comprehensive Plan Update.

Recently Completed Plans and Studies

Spokane Downtown Plan

Completed 2021

- Transform low traffic streets that are oversized for projected traffic by converting vehicle lanes to other uses in target locations such as high-quality bike facilities, expanded public spaces, and on-street parking.
- Protect use of alleys for service access and improve certain alleys as pedestrian spaces, where improvements add to connections and active spaces Downtown.
- Improve and activate the streetscape and public realm to support cultural venues.
- Update development standards for Downtown Complete Street designations to support and sustain active street edges.
- Prohibit new surface parking lots.
- Reconfigure one-way streets with low traffic volume that do not tie into a Downtown freeway interchange as part of long-term changes to the transportation network Downtown and avoid further conversions to one-way street couplets.
- Source: [Spokane Downtown Plan 2021](#)

Transit Oriented Development Framework Study

Completed 2022

- Station Access – Establish complementary station access route types that address the need for connections between stations and within each station area, placing an emphasis on filling gaps to complete networks identified in the City’s pedestrian and bicycle plans and informing future multimodal public infrastructure projects.
- Transit Oriented Development Typologies – Typologies inform the type and intensity of future transit-oriented development and station access within station areas. The consultant team identified five distinct station typologies that respond to adopted policies and plans, specific site, market and demographic conditions as well as best practices for TOD.
 - o **Center Station**— High density apartment, condominium, and townhomes, with street-oriented retail, commercial uses, and opportunities for district-scaled employment served by public space amenities such as parks, plazas and waterfronts. Safe, direct and convenient walk and bike access between stations and

destinations often includes enhanced intersection design, a separation of bicycles from auto traffic, and wide sidewalks serving an active street environment.

- **Corridor Station**— Mixed land use, typically extending one- to two-blocks from the transit route with medium and high-density apartment, condominium, and townhomes and areas for street-oriented retail, commercial and employment uses. Safe and direct walk and bike access between stations and destinations often includes pedestrian enhanced intersection design and a separation of bicycles from auto traffic.
 - **Employment/Campus Station**— May be predominantly employment, educational, medical campus uses or regional-serving recreation facilities where land use and circulation is dictated by a single institution, City entity or major employer. Safe and direct walk and bike access between the station, campus and nearby destinations is a priority as these represent areas of high transit ridership.
 - **Neighborhood-Node Station**— Neighborhood-compatible apartment, condominium, and townhomes, with street-oriented neighborhood serving retail and commercial uses and may include parks, and schools. Safe and direct walk and bike access is often provided along lower traffic streets between stations and destinations. Pedestrian enhanced intersection design and a separation of bicycles from auto traffic may be necessary where higher-traffic streets traverse or intersect the station area.
 - **Neighborhood-Residential**— predominately existing single family residential with opportunities for infill housing and often served by parks and schools. Safe and direct walk and bike access is often provided along lower traffic streets between stations and destinations. Pedestrian enhanced intersection design and a separation of bicycles from auto traffic may be necessary where higher-traffic streets traverse or intersect the station area.
- **Modify TOD Supportive Base Zones.** Modify TOD Supportive Base Zones within the Title 17C Land Use Standards to more directly promote transit-oriented development and apply these modifications city-wide or within an Overlay Zone. TOD Supportive base zones include Center and Corridor, Form Based Code, Neighborhood Retail, Neighborhood Mixed-Use, and High Density Residential/Residential Multi-Family designations.
 - **Create an Overlay Zone to apply base zone modifications along high frequency transit corridors.** An Overlay Zone has the potential to greater promote the City's growth strategy by aligning significant investments in multi-modal modal infrastructure (frequent transit service and improved walking and biking between transit and corridor destinations) with market demands for mixed-use, walkable development in urban areas along high-frequency transit corridors. The Overlay would apply the recommended base zone modifications mentioned previously. Standards in the Overlay are intended to supersede any correlating

standards in the underlying base zones and modify the underlying standards or add additional design variables or requirements. A Transit Overlay Transition Zone would address lower density residential areas near transit by expanding opportunities for compatible infill and increased housing density within ¼ mile of a high frequency transit corridor.

- **Address barriers and challenges to transit access and promote transit-oriented development within TOD opportunity areas.** Subarea Plan processes should be initiated to provide detailed design, development, and regulatory guidance, extensive community engagement and building of public/private partnerships.

- Source: [TOD Framework Study Regulatory Approach Memo](#) – pgs. 11 and 21

Division Connects Vision and Implementation Strategy: Phase 2 Report

Adopted 2022

- The City and County can consider revisiting their zoning to achieve a mixed-use Division Street BRT corridor, optimizing and encouraging transit-oriented development opportunities. Station-area, neighborhood, or subarea planning will enable both jurisdictions and the local community to reassess policy and regulations, crafting an appropriate and community-supported response to the opportunity BRT presents. Policies and design standards that incentivize or require active street frontages, a mix of uses, and higher densities near station areas could aid in this transformation.

- Source: [Division Connects Phase 2 Final Report](#) – pg. 5-11 (pg. 50)

- The City or the County might undertake further planning for transit-supportive regulatory changes as part of a comprehensive plan amendment, subarea planning effort, and development code revisions. The recommendations may also be used by the City, County, or WSDOT to incorporate potential transit supportive active transportation investments in their capital planning efforts. As part of their design efforts for the BRT improvements, STA will evaluate incorporation of active transportation projects into their suite of corridor investments. They will be reviewed by the City, County, and WSDOT as part of the collaborative effort to approve all investments that will be constructed with the Division BRT project.

- Source: [Division Connects Phase 2 Final Report](#) – pg. 6-1 (pg. 60)

South Logan TOD Plan

Adopted by Resolution – 2023

- Enhance connectivity, accessibility , and mobility in South Logan and to the Spokane River
- Pair investments in transit infrastructure with targeted investment in public spaces including streetscapes and park/plaza space to create a neighborhood rich in amenities for residents, works, and visitors.

- Make improvements to walking, biking, and rolling connection to make it easier and more comfortable to move throughout the neighborhood and reach BRT stations without a car.

- Make “main street” improvements to Columbus Street between Trent Ave and Desmet Ave. Make “green street” improvements to Columbus Street between Desmet Ave and Mission Ave. Study options to improve multimodal river crossings. Enhance walking/rolling crossings of Hamilton Street. Improve walking, biking, and rolling connections on Mission Avenue. Enhance crossings and signalization at the Springfield Avenue and Hamilton Street intersection.

- Source: [South Logan TOD Plan](#) – pgs. 34, 35, 36

Centers and Corridors Update Study

Adopted by Resolution - 2024

- Emphasize street, sidewalk, and trail connectivity to and through the mixed-use centers to improve access for all modes of travel and to impose a sense of more intimate scale to larger centers.

- Make public realm improvements, where streets, drives, parks, and plazas are treated to create environments attractive to pedestrians, motorists, cyclists, people using mobility aids, business owners, residents, and others who will fuel development demand adjoining the public realm consistent with overarching land use strategies.

- Reduce speeds, slowing vehicular traffic in mixed-use areas, and more closely balancing design priority between people walking, bicycling, rolling or driving.
- Improve pedestrian safety by emphasizing the importance of street crossings and vehicular separation between walking and rolling travelers and those in cars or moving freight.
- Increase edge permeability, blurring the distinction between the mixed-use center and residential neighborhood, encouraging convenient walking and rolling to, through, and between mixed-use centers.

- Facilitate and enhance access to STA’s BRT or high-capacity network, supporting a more compact mixed-use center development design less reliant on parking.
- Source: [Centers and Corridors Update Study – Final Report](#) – Pg. 7
- Orient buildings in Neighborhood Centers to the street and ensure street designs are compatible with storefront and residential uses anticipated to locate along street edges, contributing to the quality of the Center experience and serving active transportation needs. Pg. 21
- Land use policy and transportation decisions should prioritize walking, rolling, bicycling and public transit, consistent with the Transportation Chapter, balancing the transportation mode emphasis and approach based on land use designation and mix. Pg. 23
- Form a well-connected network of streets and through-block connections which provides safe, direct and convenient access for all users, including pedestrians, bicycles and automobiles through site design for new development redevelopment. Pg. 23
- Through-block connections may include private streets, shared pedestrian and vehicular access routes, and other walking and rolling routes. Such connections are encouraged to be integrated into the design of developments to comply with the proposed maximum block size standards and enhance pedestrian circulation in the area, while also providing an option for vehicular access to on-site parking, functioning as a design amenity to new development, and breaking up the massing of buildings on long blocks. Pg. 54
- Create and apply a dynamic set of maximum block length standards that provide a maximum distance between public streets and a shorter maximum distance between public streets and through-block connections to create a well-connected street and pathway network supporting all types of travel. Pg. 24
- Continue use of the Pedestrian Street designations and standards but provide adjustments. Rename “Pedestrian Streets” to “Storefront Streets” to better describe the desired built form and land use. Designate more streets, including adding a mechanism to integrate a minimum amount of storefront proportional to the size of large mixed-use zoned sites. Provide strategic limitations on ground floor uses to ensure that such uses contribute to the envisioned pedestrian-oriented character and activity. Adjust minimum façade transparency standards, Add strategic weather protection requirements. Pg. 39

West Central Neighborhood Infrastructure Project:

Phase 1 Completed November 2024; Phase 2 Underway

- Use multimodal improvements to support existing neighborhood businesses and commercial nodes to jumpstart bigger private investments into the local economy.
- Focus on multimodal improvements in underdeveloped areas with vacant or underutilized parcels to attract small-scale businesses that serve residents. Multimodal infrastructure investments signal to large private investors that a city is prioritizing an area and that the area is worth investing in.
- Source: [Final Report – Pg. 20](#)

Bicycle Priority Network

Completed 2025

- Identifies an all ages and abilities bicycle network focused on getting people to amenity rich areas. While not directly related to the identification of growth alternatives, the BPN methodology may highlight some areas of potential future growth based on infrastructure availability and public investment.
- Source: [Spokane Bicycle Priority Network](#)

BRIEFING PAPER
Plan Commission
Integrated Capital Management
April 9, 2025

Subject

2026 - 2031 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is reviewed by the City Plan Commission. The Plan Commission then makes a recommendation to the City Council as to the program's consistency with the Comprehensive Plan. The City Council then accepts or modifies the plan accordingly.

Each new project added to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of the Transportation goals and policies (TR's). Staff have prepared an assessment and will seek a recommendation to the City Council regarding program compliance. Drafts of the project reconciliation list of new projects and assessment of the new projects' comprehensive plan consistency are attached.

Impact

Staff will present a draft assessment of new projects being brought into the 2026 – 2031 6-Year Comprehensive Street Program. The assessment includes a review of each project for consistency with the comprehensive plan, particularly the transportation chapter.

Action

None, this is a workshop with the Plan Commission regarding 6-Year Capital Street Program compliance with the Comprehensive Plan.

Any recommendations that result from this workshop will be considered for inclusion into the draft program which will then be brought to the Plan Commission for a Hearing to make an official recommendation to the City Council. The Hearing is tentatively scheduled to be held on May 14th.

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2026-31 against 2025-30 6yr. Program)

New Projects Added to Six-Year Program (2026-2031)

Section/ Funds CN Year	Project Name	Project Description	Purpose Statement	Project Phase Fully Funded			Cost Estimate
				Planning	Design	Constr.	
<i>Pedestrian & Bikeways</i> 2026 / 27	High Visibility Crosswalks	Replace standard crosswalks with high-visibility continental style crosswalks at over 30 arterial signalized locations.	Improve pedestrian safety.	n/a	Yes	Yes	\$1.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Driscoll Sidewalk - Garland to Wellesley	Sidewalk infill, install or upgrade ADA ramps.	Improve pedestrian mobility and access to transit.	n/a	Yes	Yes	\$4.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Spokane School Walk Routes	Install ADA ramps, sidewalk infill, implement pedestrian crossing improvements.	Improve student safety and access to school.	n/a	Yes	Yes	\$2.0M
<i>Pedestrian & Bikeways</i> 2027	Assembly / Wellesley Improvements (tentative pending grant award)	Install new traffic signal, install infill sidewalk west of the intersection. Reduce roadway travel lanes to a three lane section with center turn lane.	Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity. Right size the Assembly St. lane configuration.	n/a	Yes	Yes	\$2.3M
<i>Pedestrian & Bikeways</i> 2027	Grand Blvd. - 29th to 37th - Bike/Ped Improvements (tentative pending grant award)	Install protected bike lanes, modify lane widths. Install ped crossing improvements.	Add dedicated, protected bike lanes. Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity.	n/a	Yes	Yes	\$1.8M
<i>Pedestrian & Bikeways</i> 2027	29th Ave. - SE Blvd. to Ray St. - Bike/Ped Improvements (tentative pending grant award)	Modify lane configuration from four to three lanes. Add protected bike lanes. Modify Regal intersection and traffic signal to add EB right turn lane and modify signal phasing and operation. Install enhanced pedestrian crossings.	Add dedicated, protected bike lanes to improve bike accessibility and safety. Improve pedestrian safety.	n/a	Yes	Yes	\$3.4M
<i>Capital Improvements</i> 2025 / 26	Myrtle St.-Wellesley to Rowan & Rowan Ave.- Sycamore to Myrtle	Pave existing gravel roadway, install sidewalks and storm water infrastructure.	Improve roadways to city standards including complete street improvements.	n/a	Yes	Yes	TBD
<i>Pedestrian & Bikeways</i> 2028-30	Division St. BRT Active Transportation	Install bike and pedestrian improvements on corridors adjacent or connecting to Division St.	Improve access to transit. Improve pedestrian and bike safety and mobility.	Yes	Yes	No	TBD
<i>Pedestrian & Bikeways</i> 2027	27 x 2027 Bike Network	Construct a series of improvements along the defined 27x2027 route, include bike/ped crossing enhancements at arterial crossings, protected bike lanes on arterial portions of the route, wayfinding.	Provide more complete bike routes, eliminate barriers and gaps, particularly at arterial crossings.	n/a	Yes	No	\$6.0M
<i>Capital Improvements</i> 2027	Rowan at Maple & Ash Traffic Signals	Install new traffic signals at the Rowan/Maple and Rowan/Ash intersections.	Improve vehicular safety and traffic operations at intersection. Improve pedestrian mobility and safety through intersection control.	n/a	Yes	Yes	\$1.3M
<i>Capital Improvements</i>	Market / Haven Two-Way Conversion	Transportation planning study to examine converting Market and Haven Streets to two-way operation.	Calm and slow traffic through Hillyard business district. Right size streets for anticipated traffic.	Yes	No	No	TBD
<i>Capital Improvements</i> 2030	Sprague Ave. - Post to Division	Initiate project planning to define scope of work. Anticipated to be a collaborative project with STA to incorporate HPT stop improvements. Potential improvements include full street reconstruction, traffic signal replacement, lane configuration and cross section revisions, sidewalk and ADA ramp improvements along with utility replacements and upgrades.	Address pavement condition issues and need for utility replacement. Facilitate transit system improvements and improve pedestrian mobility and access.	Yes	No	No	TBD
<i>Impact Fees</i> 2030	Sunset / Assembly Traffic Signal	Install new traffic signal, intersection channelization, curb ramps and associated improvements.	Address intersection capacity deficiency.	Yes	Yes	No	\$950k
<i>Impact Fees</i> 2030	37th / Ray Intersection Improvements	Install a traffic signal or roundabout at the 37th/Ray intersection. Install a traffic signal at the 37th/Freya intersection. Add shared-use path. Improve sidewalks.	Address intersection capacity deficiency. Improve bike/ped mobility and safety.	n/a	Yes	No	\$6.3M
<i>Impact Fees</i> 2030	Hatch Rd. / 57th Ave. Intersection Improvements	Install a traffic signal or roundabout at the intersection.	Address intersection capacity deficiency. Improve intersection safety.	Yes	Yes	No	\$1.9M

Projects Completed or Removed from Six-Year Program

Section	Project Name	Comment	Status
<i>Bridge</i>	Post St. Bridge		Completed in 2024
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<i>Capital Improvements</i>	29th/Washington/Monroe/Lincoln Grind & Overlays		Completed in 2024
<i>Capital Improvements</i>	Thor / Freya Couplet		Completed in 2024
<i>Capital Improvements</i>	Maple / Walnut Grind & Overlay		Expected completion 2025
<i>Capital Improvements</i>	Wellesley Ave. Chip Seal		Expected completion 2025
<i>Pedestrian & Bikeways</i>	Stevens Elem SRTS		Expected completion 2025
<i>Pedestrian & Bikeways</i>	Scott Elem SRTS		Expected completion 2025
<i>Pedestrian & Bikeways</i>	Lincoln St. Ped-Bike Safety		Expected completion 2025
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**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2026-2031)**

	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaigns	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach	
Comprehensive Plan Chapter 4 Policies TR:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
High Visibility Crosswalks	X				X					X				X	X						X			X
Driscoll Sidewalk - Garland to Wellesley	X			X	X		X			X				X	X					X	X			X
Spokane School Walk Routes	X			X	X		X			X				X	X					X	X			X
Assembly / Wellesley Improvements (tentative pending grant award)	X			X	X		X			X			X	X	X					X	X			X
Grand Blvd. - 29th to 37th - Bike/Ped Improvements (tentative pending grant award)	X			X	X		X			X			X	X	X					X	X			X
29th Ave. - SE Blvd. to Ray St. - Bike/Ped Improvements (tentative pending grant award)	X			X	X		X			X			X	X	X					X	X			X
Myrtle St.-Wellesley to Rowan & Rowan Ave.-Sycamore to Myrtle	X	X			X		X			X		X	X							X	X			X
Division St. BRT Active Transportation	X			X	X		X			X			X	X	X					X	X			X
27 x 2027 Bike Network	X			X	X		X			X			X	X	X					X	X			X
Rowan at Maple & Ash Traffic Signals	X	X	X	X			X	X	X	X			X								X			X
Market / Haven Two-Way Conversion	X				X		X			X			X	X	X					X	X			X
Sprague Ave. - Post to Division	X	X	X	X	X		X	X	X	X		X	X	X	X					X	X			X
Sunset / Assembly Traffic Signal	X	X	X	X			X	X	X	X			X								X			X
37th / Ray Intersection Improvements	X	X	X	X	X		X	X	X	X			X	X	X					X	X			X
Hatch Rd. / 57th Ave. Intersection Improvements	X	X	X	X			X	X	X	X			X								X			X

BRIEFING PAPER
Transportation Committee
Integrated Capital Management
April 9, 2025

Subject

2026 - 2031 Six-year Comprehensive Street Program Proposed New Project Additions

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is reviewed by the City Plan Commission. The Plan Commission then makes a recommendation to the City Council as to the program's consistency with the Comprehensive Plan. The City Council then accepts or modifies the plan accordingly.

Each new project to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of applicable Transportation goals and policies (TR's). Staff have prepared an assessment of new projects to be added to the program, and seek a Transportation Commission recommendation to Plan Commission regarding program compliance. Staff have prepared an assessment and will seek a recommendation to the City Council regarding program compliance. Drafts of the project reconciliation list of new projects and assessment of the new projects' comprehensive plan consistency are attached.

Impact

Staff will present a draft assessment of new projects being brought into the 2026 – 2031 6-Year Comprehensive Street Program. The assessment includes a review of each project for consistency with the transportation chapter goals and policies of the comprehensive plan.

Action

Seeking recommendation to the Plan Commission:

New projects coming into the 2026-2031 6-Year Comprehensive Street Program are consistent with the comprehensive plan.

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2026-31 against 2025-30 6yr. Program)

New Projects Added to Six-Year Program (2026-2031)

Section/ Funds CN Year	Project Name	Project Description	Purpose Statement	Project Phase Fully Funded			Cost Estimate
				Planning	Design	Constr.	
<i>Pedestrian & Bikeways</i> 2026 / 27	High Visibility Crosswalks	Replace standard crosswalks with high-visibility continental style crosswalks at over 30 arterial signalized locations.	Improve pedestrian safety.	n/a	Yes	Yes	\$1.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Driscoll Sidewalk - Garland to Wellesley	Sidewalk infill, install or upgrade ADA ramps.	Improve pedestrian mobility and access to transit.	n/a	Yes	Yes	\$4.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Spokane School Walk Routes	Install ADA ramps, sidewalk infill, implement pedestrian crossing improvements.	Improve student safety and access to school.	n/a	Yes	Yes	\$2.0M
<i>Pedestrian & Bikeways</i> 2027	Assembly / Wellesley Improvements (tentative pending grant award)	Install new traffic signal, install infill sidewalk west of the intersection. Reduce roadway travel lanes to a three lane section with center turn lane.	Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity. Right size the Assembly St. lane configuration.	n/a	Yes	Yes	\$2.3M
<i>Pedestrian & Bikeways</i> 2027	Grand Blvd. - 29th to 37th - Bike/Ped Improvements (tentative pending grant award)	Install protected bike lanes, modify lane widths. Install ped crossing improvements.	Add dedicated, protected bike lanes. Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity.	n/a	Yes	Yes	\$1.8M
<i>Pedestrian & Bikeways</i> 2027	29th Ave. - SE Blvd. to Ray St. - Bike/Ped Improvements (tentative pending grant award)	Modify lane configuration from four to three lanes. Add protected bike lanes. Modify Regal intersection and traffic signal to add EB right turn lane and modify signal phasing and operation. Install enhanced pedestrian crossings.	Add dedicated, protected bike lanes to improve bike accessibility and safety. Improve pedestrian safety.	n/a	Yes	Yes	\$3.4M
<i>Capital Improvements</i> 2025 / 26	Myrtle St.-Wellesley to Rowan & Rowan Ave.- Sycamore to Myrtle	Pave existing gravel roadway, install sidewalks and storm water infrastructure.	Improve roadways to city standards including complete street improvements.	n/a	Yes	Yes	TBD
<i>Pedestrian & Bikeways</i> 2028-30	Division St. BRT Active Transportation	Install bike and pedestrian improvements on corridors adjacent or connecting to Division St.	Improve access to transit. Improve pedestrian and bike safety and mobility.	Yes	Yes	No	TBD
<i>Pedestrian & Bikeways</i> 2027	27 x 2027 Bike Network	Construct a series of improvements along the defined 27x2027 route, include bike/ped crossing enhancements at arterial crossings, protected bike lanes on arterial portions of the route, wayfinding.	Provide more complete bike routes, eliminate barriers and gaps, particularly at arterial crossings.	n/a	Yes	No	\$6.0M
<i>Capital Improvements</i> 2027	Rowan at Maple & Ash Traffic Signals	Install new traffic signals at the Rowan/Maple and Rowan/Ash intersections.	Improve vehicular safety and traffic operations at intersection. Improve pedestrian mobility and safety through intersection control.	n/a	Yes	Yes	\$1.3M
<i>Capital Improvements</i>	Market / Haven Two-Way Conversion	Transportation planning study to examine converting Market and Haven Streets to two-way operation.	Calm and slow traffic through Hillyard business district. Right size streets for anticipated traffic.	Yes	No	No	TBD
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Driscoll Sidewalk - Garland to Wellesley	X			X	X		X			X				X	X					X	X			X
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Assembly / Wellesley Improvements (tentative pending grant award)	X			X	X		X			X			X	X	X					X	X			X
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27 x 2027 Bike Network	X			X	X		X			X			X	X	X					X	X			X
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Market / Haven Two-Way Conversion	X				X		X			X			X	X	X					X	X			X
Sprague Ave. - Post to Division	X	X	X	X	X		X	X	X	X		X	X	X	X					X	X			X
Sunset / Assembly Traffic Signal	X	X	X	X			X	X	X	X			X								X			X
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Hatch Rd. / 57th Ave. Intersection Improvements	X	X	X	X			X	X	X	X			X								X			X

BRIEFING PAPER
Spokane Plan Commission
Complete Streets Ordinance Update
4/9/2025

Subject:

On Monday 3/31 the Council took action to update the Planning Commission Work Plan to add “Title 17 Complete Streets Ordinance Update.” The goals update would be to:

- Narrow complete streets exemptions such that more street projects capture complete streets upgrades in their scoping
- Add new language to reference changes to state law and SMC
- Remove outdated references
- Create more robust ordinance that will make the city more competitive for funding sources such as the Transportation Improvement Board

Background: The Complete Streets Program is in SMC under chapter 17 which it means updates are required to go through the Planning Commission process. In 2025 Transportation Commission was formed “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.” This presentation will be an opportunity for both bodies to review draft language for the ordinance update.

The Complete Streets Program was passed in 2011 and has not been updated since. When it was first passed Spokane was one of only a handful of cities with a complete streets ordinance in Washington state. Today dozens have such a policy, many of which are more comprehensive than Spokane’s ordinance. The Transportation Improvement Board administers a grant program that only local governments with complete streets programs can apply to.

Next Steps:

Staff will continue to receive feedback. After today’s briefing the Transportation Commission will consider a recommendation in an upcoming meeting, after which the ordinance will proceed to the Planning Commission before continuing on for consideration to the City Council Planning Infrastructure Environment and Sustainability committee.

The original ordinance can be found here:

[Spokane Municipal Code - Chapter 17H.020: Complete Streets Program](#)