



Spokane Plan Commission Agenda

Regular Meeting
 Wednesday, March 25, 2026
 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 Linda Carroll Jesse Bank Spencer Gardner Ryan Patterson
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Workshops:

2:20 – 2:45	1. PlanSpokane 2046: Displacement and Racially Disparate Impacts	Maren Murphy, KayCee Downey
2:45 – 3:00	2. PlanSpokane 2046: Housing Chapter	Brandon Whitmarsh
3:00 – 3:20	3. Six-Year Streets Plan	Kevin Picanco
3:20 – 3:45	4. PlanSpokane 2046: Transportation	Colin Quinn-Hurst

Adjournment: The next regularly scheduled PC meeting on Wednesday, April 8, 2026 will be CANCELED.

*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 Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources 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 25, 2026

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 4th Wednesday meeting](#)

Meeting ID:
224 747 524 410

Meeting ID: 224 747 524 410
Passcode: 697m6DR7

Passcode:
697m6DR7

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

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 112 253 098 1

[More info](#)

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 8, 2026 – Plan Commission (90 minutes available) Hybrid *Canceled*

April 14, 2026 – Special Meeting of Plan Commission

Hearing Items

	EIS Preferred Alternative	
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April 16, 2026 – Special Joint Meeting of Plan Commission with City Council

Workshop

Time	Item	Presenter
	PC CC discussion	Plan Commission

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Spokane Plan Commission - Draft Minutes

Wednesday, March 11, 2026

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:

- Commission Members Present: Jesse Bank, Ryan Patterson, Kyle Madsen, Tim Williams, Jill Yotz
- Commission Members Not Present: Amber Lenhart, Tyler Tamoush
- Non-Voting Members Present: Linda Carroll (Community Assembly Liaison), CM Kitty Klitzke (Council Member Liaison)
- Non-Voting Members Not present: [Click or tap here to enter text.](#)
- *Quorum Present:* Yes
- Staff Members Present: Spencer Gardner, Emily King, Tim Thompson, Tyler Kimbrell, Tirrell Black, KayCee Downey, Kevin Freibott, Lorena Croucher, Sarah Sirott, Kevin Picanco, Brandon Whitmarsh, Maren Murphy

Minutes: Minutes from 2/25/2026 approved unanimously.

Briefing Session:

- **City Council Liaison Report - Kitty Klitzke**
 - Council meets with representation from Community Assembly who represent the Neighborhood Councils. They created a group to review the neighborhood chapters of the Comprehensive Plan and gather their collective feedback. They felt like their feedback has not been addressed.
 - People are interested in more flexibility for neighborhood commercial. There is also concern for health impacts of some uses. There is interest in doing something to have more neighborhood commercial sooner rather than later, but also expanding the health impact areas.
 - CM Klitzke is working on an ADA Access Ordinance that could come before Plan Commission because with providers and different interests at the table, we are struggling to figure out what the definitions should be.
- **Community Assembly Liaison Report - Linda Carroll**
 - Linda provided a clarification about the misinterpretation that the Steering Committee made of the Commerce Department's assessment tool. Linda referred the misinterpretation to the Land Use Committee of the Community Assembly. A written clarification was made in the Community Assembly minutes.
- **Commission President Report - Jesse Bank**
 - The Legislative Session is coming to an end. Once the session is over, it may make sense to do a rundown of land use related items that have made it through to Governor Ferguson's desk.
- **Secretary Report - Spencer Gardner**
 - We had some discussion about our meeting on April 8th. The plan is to cancel that meeting and not hold a makeup meeting.
 - We are also planning to hold a special hearing for the Preferred Alternative on Tuesday, April 14th at 2pm in Council Chambers.

- That same week, we are planning to hold a joint meeting with City Council on April 16th at 11am.
- The Plan Commission Work Plan for 2026/2027 will be at Urban Experience on Monday.
- **Transportation Commission Liaison Report - Ryan Patterson**
 - The Transportation Commission will not meet until next week.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Code Modernization Existing Conditions Assessment
 - Presentation provided by Tim Thompson.
 - Questions asked and answered.
 - Discussion ensued.
- PlanSpokane 2046: Capital Facilities/Utilities
 - Presentation provided by Tyler Kimbrell.
 - Questions asked and answered.
 - Discussion ensued.
- PlanSpokane 2046: Preferred Alternative
 - Presentation provided by Tirrell Black.
 - Questions asked and answered.
 - Discussion ensued.

Motion: *I [Ryan Patterson] move to take the Preferred Alternative to hearing on April 14th, 2026. Seconded by Commissioner Williams.*

Motion passes unanimously, 5-0-0.

Workshop Adjourned at 3:59 PM.

The next regularly scheduled Plan Commission meeting is scheduled for Wednesday, March 25, 2026.

BRIEFING PAPER
City of Spokane
Plan Commission
Workshop, March 25, 2026



Subject

This workshop will provide a holistic discussion of displacement and how it is currently being addressed with the draft chapters of the Comprehensive Plan. **Attached** is a list of currently proposed policies directly or indirectly related to the topic of displacement.

The displacement proposals are intended to align with House Bill 1220 ([RCW 36.70A.070\(2\)](#)) to establish anti-displacement policies with considerations for preserving historical and cultural communities, affordable housing, tenant protections, equitable development, zoning regulations, and land disposition policies. Additionally, considerations around commercial displacement was heard during community engagement efforts. It is the intent of this workshop to present the state requirements, recently completed analysis, and community feedback, before allowing for a wider discussion around the interconnection between development, redevelopment, and anti-displacement considerations.

Information about the previously presented racially disparate impacts and final report from October 2025 can be found on the project webpage:
<https://my.spokanecity.org/planspokane/housing-needs/racially-disparate-impacts/>

Recent community engagement around displacement can be found in the [Future Growth and Guiding Policies Engagement Summary](#).

Background

The City of Spokane is commencing a periodic update to the City’s Comprehensive Plan as required by the Growth Management Act (GMA). A “periodic update” is the state’s term for a full review of a Comprehensive Plan to make sure it’s in conformance with any legislative changes to state law. The last periodic update was completed in 2017. Since the last periodic update, state law has added additional considerations especially around Climate Planning and Planning for Housing for all income levels that need to be added to the City’s plan.

Due in 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city. [More information can be found at PlanSpokane.org](#).

Draft PlanSpokane 2046 Displacement Policies

As part of the [PlanSpokane 2046 Periodic Update](#), the City of Spokane has completed analysis to understand risk as we grow. As directed by recent legislation ([RCW 36.70A.070\(2\)](#)) and feedback heard during [community engagement](#). The City is working to establish anti-displacement policies within the Comprehensive Plan to guide future regulations and actions. These policies are not intended to prevent growth and development, but rather consider and address displacement that may occur due to future changes.

There are three primary types of displacement:

- **Physical Displacement**, which occurs when a project – such as a building demolition, renovation, or infrastructure – creates such adverse conditions that a resident or business can no longer remain.
- **Economic Displacement**, which occurs when increasing housing or commercial costs create pressure, forcing a household or business to move to a less expensive location.
- **Cultural Displacement**, which occurs when changes render a neighborhood quite different, as many cultural institutional leave, creating a sense of isolation for long-term residents.

The below draft policies are being considered as part of the PlanSpokane 2046 Periodic Update to the Comprehensive Plan as of March 2026. Future amendments, additions, or other language changes are anticipated as discussion around displacement continues.

Direct policies specifically identify displacement as their main purpose. **Indirect policies** may or may not specifically use the term displacement and cover a range of other themes or goals.



Policies that address housing displacement are identified with the housing icon. These policies directly respond to [HB 1220](#).



Policies that address commercial displacement are identified with the business icon. While not required by specific state legislation, concerns over commercial displacement were identified during prior community engagement.

Draft PlanSpokane 2046 Displacement Policies

Chapter	Goal or Policy Number	Policy Language	Impact	Type
Land Use	LU-2.3, Displacement Risk	Consider displacement risk in land use and zoning decisions, infrastructure projects, and public investments, ensuring these actions are informed of the risk and identify potential steps to lessen that risk.	Direct	
	LU-2.4, Nonconforming Uses	Consider the scale of nonconforming uses that may occur as a result of future land use and zoning decisions. Limit displacement by allowing existing uses to continue where feasible.	Indirect	
	LU-3.1, Addressing Housing Displacement	Balance investment in areas identified for future growth and the potential for housing displacement, including anticipated demolitions or rising rents. Ensure land use actions and patterns do not disproportionately impact historically marginalized areas and communities.	Direct	
Economic Prosperity	EP-4.3, Commercial Displacement	Promote and establish programs and incentives that mitigate displacement of locally owned businesses resulting from development and redevelopment.	Direct	
Housing	H-2.4, Mobile Home Preservation	Preserve existing mobile homes and mobile home parks while supporting the relocation of parks exposed to flood, fire, or other displacement risks.	Direct	

Draft PlanSpokane 2046 Displacement Policies

Chapter	Goal or Policy Number	Policy Language	Impact	Type
Housing	H-3.1, Aging in Place	Encourage and support accessible design and housing strategies, such as universal design and single-level housing, that provide the growing aging population opportunities to remain within their neighborhoods as their needs change, minimizing displacement.	Indirect	
	H-4.1, Affordability Requirements	Explore options for affordable units within new developments, prioritizing incentives that offset the cost of such units, while considering mandatory set-asides and other tools. Considerations could include project scale, location, units removed, displacement risk, etc.	Indirect	
	H-4.2, Lower-Income Housing Supply	Collaborate with the public and private sectors to develop and maintain lower-income or subsidized housing, including supporting the retention of affordable housing units at risk due to sale or expiration of incentives.	Indirect	
	H-6.2, Property Responsibility and Maintenance	Assist in and promote improved and increased public and private property maintenance and responsibility throughout the city, including financial assistance and programs such as façade improvements.	Indirect	
	H-6.3, Energy Efficiency Assistance	Partner with energy providers, other regional partners, and state regulators to offer incentives or rebates for property owners who make energy-efficient improvements, such as heating, ventilating, air conditioning and refrigerating installations, operations, and maintenance, on the condition that cost savings are shared with tenants.	Indirect	

Draft PlanSpokane 2046 Displacement Policies

Chapter	Goal or Policy Number	Policy Language	Impact	Type
Housing	H-7, Displacement	Mitigate displacement risk and the impact of City actions, working to keep households in their homes whenever possible while also meeting the needs of future residents and overall growth.	Direct	
	H-7.1, Tenant Displacement	Explore and establish residential anti-displacement strategies for tenants, including rent stabilization, advanced notice of demolition or rehabilitation, relocation assistance, and 'right to return' policies.	Direct	
	H-7.2, Financial Relief	Identify, connect residents to, and encourage the creation of more local, state, and federal financial assistance programs to prevent low-income and fixed income households from being displaced from their homes, including but not limited to property tax and utility billing relief programs.	Direct	
	H-7.3, Climate Displacement Risk	Allocate resources to help all community members, including low-income residents, remain in their homes during extreme climate events, including extreme heat and wildfire smoke, through infrastructure and services such as the installation of cooling devices or high-quality portable air cleaners, utility bill assistance, or community and Tribal partner collaborations and educational opportunities.	Direct	
	H-7.4, Displacement Monitoring	Regularly monitor displacement risk over time, assessing the effectiveness of the City's anti-displacement strategies in mitigating residential displacement and updating those strategies as needed to respond to changing situations.	Direct	

Draft PlanSpokane 2046 Displacement Policies

The included draft policies are those that most directly or indirectly address residential or commercial displacement. Additional draft policies may have displacement or anti-displacement impact or considerations. All available public drafts of the Comprehensive Plan are available at my.spokanecity.org/planspokane/chapter-review. The full draft Comprehensive Plan, including the Land Use and Housing Chapters, is expected to be available in Spring 2026.



BRIEFING PAPER
City of Spokane
Plan Commission
Workshop, March 25, 2026



Subject

This workshop will provide a full Plan Commission discussion on the Housing Chapter. Based on state law changes, extensive community feedback through recent planning efforts, and the need to streamline the plan, the Housing Chapter has seen significant change.

Planning efforts and engagement integrated into the Housing Chapter include the following:

- [Housing Action Plan](#) (2021)
- [Building Opportunity and Choices for All](#) (2022)
- [Building Opportunity for Housing](#) (2023)
- [Fair Housing Plan](#) (2024)
- [Racially Disparate Impacts Report](#) (2025)
- [PlanSpokane Community Engagement](#) (Ongoing)
- [PlanSpokane Climate Planning Policies](#) (2026)

The Housing Chapter was previously reviewed by the Housing Subcommittee on March 5th, resulting in increasing housing supply identified as the primary strategy to meeting housing needs, and expanded language around mobile and manufactured homes, land trusts, socioeconomic integration, and homeownership. Since the subcommittee, additional policies from the Natural Environment, Social Health, and Land Use Chapters have been moved to the Housing Chapter to better align policy content with the themes of each chapter.

Displacement was also a topic of discussion at the Housing and Land Use subcommittees, resulting in the holistic review of displacement policies, including those in the Housing Chapter, on the agenda prior to this item. Feedback from that discussion will be incorporated into the Housing Chapter after the workshop.

Background

The City of Spokane is commencing a periodic update to the City’s Comprehensive Plan as required by the Growth Management Act (GMA). A “periodic update” is the state’s term for a full review of a Comprehensive Plan to make sure it’s in conformance with any legislative changes to state law. The last periodic update was completed in 2017. Since the last periodic update, state law has added additional considerations especially around Climate Planning and Planning for Housing for all income levels that need to be added to the City’s plan.

Due in 2026, the periodic update will identify policies and future regulations to guide the next 20 years of our city. [More information can be found at PlanSpokane.org.](#)

Introduction and Guidelines

The following chapter provides the goals and policies meant to guide growth and development in the City of Spokane through the lens of the **Housing** element. While reviewing this document, it helps to keep a few things in mind:

1. PlanSpokane 2046 is NOT an entirely new document. The existing Comprehensive Plan and ongoing community engagement were the foundation of this document, along with adopted plans, state legislation, and new engagement informing proposed changes.
2. The current Comprehensive Plan, Shaping Spokane, can be found at shapingspokane.org. Readers may refer to that document if they wish to see the existing chapter language.
3. The Vision and Values, previously found in each chapter, are being combined into a single unified vision for the City. Accordingly, those sections of the chapters do not appear in this document.
4. Many policies in the existing plan include “discussion” below the policy. Where those discussions do not provide a better understanding or clarification of the policy, they have been removed from this new document or the language in that discussion has been incorporated into the policy language itself. These removals are not identified specifically here.
5. The plan has undergone a review and minor edits throughout. Terms have been updated, language has been streamlined, and many small changes have been made to increase readability and understanding. Minor wording changes aren’t marked directly to make sure the proposed language is as clear as possible, but any large updates may be identified.
6. A range of helpful notes are provided in the sidebar to the right—these are not part of the proposed text, rather they help readers understand certain proposed changes.
7. The [Climate Planning effort](#) is still ongoing and may affect the language in the chapter later on. Places where we anticipate this *might* occur will be marked with the appropriate icon (see at right).
8. Work towards understanding Racially Disparate Impacts and Displacement is ongoing and may likewise have an impact on the language in this chapter. Where we anticipate this happening, an icon has been included (see at right).
9. Some policies or goals from the past versions of the Comprehensive Plan may have been omitted. If they have been combined with other

The following icons will appear where:



General information or notation is provided, clarifying changes to the existing text.



Language was streamlined or condensed. Minor changes won't be marked.



New text or policy was added, not sourced from the current plan.



Two or more policies in the existing plan were combined into one.



A policy or language was added because of a change in state law requirements.



Climate and Resiliency work might impact this language in the future.



Racially Disparate Impacts or Displacement work may impact this language in the future.



Text, goals, or policies were removed—a reason will be provided.

policies or goals, there will be an icon and description in the blue margin. Where policies or goals have been removed entirely, they are listed at the end in their own section.

The currently proposed language for this chapter begins on the following page. Please be sure to note the “version date” at the bottom of the page as we anticipate future changes as this effort evolves.

Housing

Introduction

Housing is both a basic human need and foundational to a sense of belonging in a community. The purpose of the Housing Chapter is to address the existing and future housing needs of Spokane’s diverse and growing community and to ensure all residents have access to housing throughout their lives that is right-sized for their household, attainable for all incomes, located where they desire, and accessible to transit, employment, recreation, and a variety of services to meet their daily needs.

The following chapter includes both a narrative description of the overall housing strategy, as well as goals and policies that build upon past plans, community engagement, and the current and future needs of the community. The Housing Chapter addresses residents’ housing needs through topics like housing choice and diversity, housing affordability, accessibility, and overall quality of housing in the city.

Housing Strategy

Adopted through regional planning efforts, the City of Spokane anticipates a population growth of 23,357 between 2020 and 2046, resulting in a total population of 256,057 residents. To ensure housing is affordable and available to all, 22,359 new housing units are needed over the same period at varying affordability levels. Exhibit H-1 highlights the terminology used for different housing affordability brackets, as well as the number of new units needed for each range of Area Median Income (AMI)*.

Table H-1 Housing Affordability Terms and New Housing Units Needed

Housing Affordability Description		Household Income		Housing Need
		Description	Area Median Income (AMI)*	New Units Needed by 2046
Affordable Housing	Lower – Income Housing	Extremely Low Income	<30% AMI	15,347 units
		Very Low Income	30 – 50% AMI	
		Low Income	50 – 80% AMI	
	Workforce Housing	Moderate Income	80 – 120% AMI	2,588 units
Market Rate Housing		High Income	>120% AMI	4,424 units

*AMI refers to the area median income of households in Spokane, established by the US Department of Housing and Urban Development (HUD), which adjusts with household size. Percentages of this amount are used to identify different household income and housing cost affordability metrics.



The introduction has been largely replaced, focusing on a new vision and priorities for housing based on state law and public feedback.

A variety of City policies, regulations, programs, incentives, and investments are useful when guiding development. To ensure safe and affordable housing to all, meet housing targets, and ensure capacity for current and future residents, the City has identified a housing strategy that includes the following priorities:

Increasing Housing Supply

Promoting housing production at all affordability levels throughout the city is a top priority to guarantee housing access for all residents. Housing production statewide has not kept up with the demand for housing, including in the City of Spokane. Additional housing units are needed to meet the needs of our community, including securing housing for unhoused residents, mitigating high housing prices, and accommodating future population growth.

New development and redevelopment are crucial to meeting the housing needs of Spokane’s residents as the city grows. To ensure such growth is beneficial to all residents, the housing strategy also considers additional tools for affordability, housing access, and displacement risk.

Retaining Existing Housing

Existing housing units throughout the city provide the backbone of Spokane neighborhoods. Whether based on age, unit size, or other factors, the existing housing stock provides opportunities for housing that can be naturally more affordable than new development. To meet our housing needs, the City should encourage the retention and rehabilitation of these housing units, when possible, to ensure they remain viable and affordable for future generations. In some cases, demolition of existing housing is necessary to provide more housing units. Housing demolitions should focus on structures that are dilapidated, are not financially feasible to reuse, or conflict with the city’s need for growth in certain areas.

Expanding Socioeconomic Diversity

To ensure residents have access to housing and opportunity, the integration of households at all income levels is needed throughout the city. Socioeconomic integration can spur investment in neighborhoods, provide opportunities for households to access new neighborhoods, and reduces the concentration of affordable housing. The distribution of income levels is partly dependent on providing a range of housing types throughout the city, while other efforts, such as economic incentives, can also support socioeconomic diversity.

Addressing Racially Disparate Impacts

The challenges of housing affordability and accessibility have not been felt equally throughout our community. A history of policies and practices at both the local and national level have disproportionately and adversely shaped the housing experience for many communities within Spokane,

particularly Black, Indigenous, and People of Color (BIPOC) households. The history of these policies has direct implications on where these communities can access housing and the impacts that housing has on their quality of life. A key priority for the City is to ensure policies begin to address and undo those historical harms.

Reducing Displacement Risk

Displacement is the process by which a household is forced to move from its community because of conditions beyond their control. Examples include:

- *Physical displacement:* Households are directly forced to move for reasons such as eviction, foreclosure, demolition, natural disaster, or deterioration in housing quality.
- *Economic displacement:* Households are compelled to move by rising rents, costs of home ownership like property taxes, or lack of opportunity.
- *Cultural displacement:* Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

Policies, regulations, and programs should seek to reduce displacement risk, avoid pressure on high displacement risk areas, and support households in retaining their housing.

Goals and Policies

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

Goal: H-1, Planning for Housing

Efficiently and effectively plan for the housing needs of Spokane's growing population over the next twenty years and beyond.

Policy: H-1.1, Accommodating Spokane's Housing Needs

Accommodate the housing needs of Spokane's growing population by planning for, allowing, and incentivizing sufficient housing at all income levels, including typical permanent housing as well as transitional housing, emergency housing and shelters, and permanent supportive housing.

Policy: H-1.2, Regional Coordination

Consult and coordinate with other jurisdictions, agencies, and community organizations on a regular basis to increase the efficiency and effectiveness of housing efforts and to ensure regional housing needs are met.



New goal encompassing the general administration and requirements related to planning for housing.



New policy reflecting the requirements to meet the community's housing needs at all income levels as identified by recent state legislation (HB 1220).



Policy expanded to include agencies and local organizations when planning for housing on a regional

Policy: H-1.3, Regional Fair Share Housing

Participate in a process that monitors and adjusts the distribution of lower-income housing throughout the region, promoting equitable distribution and access to housing everywhere.

Policy: H-1.4, Use of Existing Infrastructure

Support infill by directing new residential development to areas where existing infrastructure, community and human public services, and other supportive facilities are already available or can be easily provided.

Policy: H-1.5, Expanded Opportunity for Incentives and Funding

Expand opportunities for housing development and homeownership, including exploration of new funding mechanisms, property and sales tax reform, and incentives.

Policy: H-1.6, Remove Barriers to Housing Development

Regularly review and update land use and development regulations and the efficiency of the permitting process to ensure barriers to housing development and retention are addressed and reduced over time, including considerations for programs such as pre-reviewed house plans.

Policy: H-1.7, Housing Goal Monitoring

Monitor progress toward achieving the City's housing goals, including the number, type, affordability, and location of housing units, ensuring development meets the needs of residents and reduces disparities in housing access, especially for historically excluded communities, and recommend policy changes if positive direction toward achieving the housing goals is not occurring.

Goal: H-2, Housing Choice and Diversity

Provide opportunities for a variety of housing types everywhere in the city that are safe and affordable for all income levels, supporting neighborhood choice and the ability for residents to remain in their neighborhoods as their housing needs change.

Policy: H-2.1, Distribution of Housing Options

Promote a wide range of housing types and sizes everywhere in the city to meet the diverse needs of the community, ensuring access for people of all income levels and housing needs.

Policy: H-2.2, Creative Housing Options

Encourage historic and emerging housing options that provide lower-barrier alternatives to traditional housing, such as tiny homes, co-living, smaller single-unit dwellings, land banks, co-housing, condos, and social housing,



Policy expanded to include the concept of equitable distribution throughout the region.



Policy language expanded to be explicitly about encouraging infill housing development.



Policy expanded to include concepts of incentives for housing development and homeownership that are not limited to state tax reform.



Policy language was streamlined and expanded to include all housing development.



Policy language was expanded to include the monitoring requirements of HB 1220 related to housing affordability and Racially Disparate Impacts.



This goal was expanded to include a geographic component and the concept of neighborhood choice throughout a housing journey.



Policy added to enforce the concepts of emerging housing trends and looking to historic housing practices as guidance for potential future housing regulations.

and allow the development of demonstration projects to serve as models for future housing choice.

Policy: H-2.3, Homeownership

Support the expansion of diverse homeownership opportunities including a variety of unit types, sizes, and affordability levels within all neighborhoods.

Policy: H-2.4, Mobile Home Preservation

Preserve existing mobile homes and mobile home parks while supporting the relocation of parks exposed to flood, fire, or other displacement risks.

Policy: H-2.5, Manufactured Homes

Allow a diversity of newly sited manufactured housing throughout the city, both on individual lots and within designated communities, exploring flexibility in development regulations such as unit size and lot configuration to promote housing diversity and affordability.

Policy: H-2.6, Accessory Dwelling Units

Promote the development of accessory dwelling units in all residential and mixed-use areas—including those that can be rented or sold individually—through incentives and programs to increase affordable housing and homeownership opportunities.

Policy: H-2.7, Single-Room Occupancy

Allow development of single-room occupancy where multi-unit residential is allowed to encourage affordable housing options throughout the city, seeking to ensure that the design of these residences accommodates the unique needs of single-room occupancy.

Policy: H-2.8, Tiny Homes

Enable the siting of licensed and permitted tiny homes and tiny home communities—including those on foundations or on wheels—as an affordable and adaptable solution for housing and homeownership, and accommodate tiny homes as temporary or transitional housing in areas where the provision of services and support are adequate.

Policy: H-2.9, Supportive Housing

Encourage the development and retention of supportive housing at all income levels for vulnerable and at-risk populations, including both permanent and temporary housing and care for people with disabilities, people experiencing addiction, aging populations, veterans, domestic violence survivors, and LGBTQIA+ youth and young adults throughout the city.



Policy added to reinforce the community's desire for more homeownership opportunities.



Policy moved from the Land Use Chapter (LU 1.16) and expanded to include displacement risk.



Policy expanded to broadly allow manufactured housing siting based on community feedback and state legislative mandates.



Policy expanded to include allowances for more than one ADU and a variety of configurations in accordance with state law (HB 1337).



Policy expanded to include allowances outside of downtown, consistent with current allowances and state law (HB 1998).



Policy added to highlight extensive public feedback related to allowances for tiny houses.



Policy combines concepts from existing policies H 1.22 and H 1.23 into a single policy on the need for supportive housing throughout the city.

Policy: H-2.10, Cultural and Multigenerational Housing

Support the development of culturally sensitive community housing, multigenerational housing, gathering spaces, and programming for BIPOC communities, immigrants, refugees, and vulnerable populations, with the intent of expanding opportunities for affordable housing, homeownership, and cultural connection.

Policy: H-2.11, Resilient Development Practices

Encourage and allow for new proven technologies and best practices that increase building resiliency throughout the city for all use types, including the reuse of materials, energy efficiency, less environmentally costly materials, local building materials and supplies, and new methods for thermal insulation and structural features.

Policy: H-2.12, Preservation, Rehabilitation, Reuse, and Conversion

Encourage preservation when possible, connecting property owners to local, state, and federal funding sources for the rehabilitation, reuse, or conversion of structures to provide additional housing units throughout the city.

Goal: H-3, Housing Accessibility

Ensure housing is accessible to all residents throughout the city, prioritizing universal design, adaptability, and inclusion to support independent and supportive living options and ensuring residents of all ages, abilities, and incomes can thrive in their communities over time.

Policy: H-3.1, Aging in Place

Encourage and support accessible design and housing strategies, such as universal design and single-level housing, that provide the growing aging population opportunities to remain within their neighborhoods as their needs change, minimizing displacement.

Policy: H-3.2, Accessible Housing for All Incomes

Foster the preservation and development of accessible, visitable, safe, and affordable housing through regulations, incentives, and programs that support residents of all abilities and incomes.

Policy: H-3.3, Geographic Distribution of Accessible Housing

Promote inclusive housing design for both group and independent living for residents with intellectual, developmental, physical, or other needs in all areas of the city.



Policy added to highlight extensive public feedback related to the need for culturally sensitive housing and expanded multigeneration housing options.



New CRSB Policy. This policy was originally slated for Natural Environment, but was determined to be a housing policy.



Policy expanded to include the concepts of rehabilitation, reuse, and conversion, which were themes in both climate and housing public engagement.



New goal focused on housing accessibility based on community feedback.



New policy focused on accessibility, regardless of age, based on community feedback.



New policy focused on the distribution of different types of accessible housing.

Goal: H-4, Affordable Housing

Advance an equitable and inclusive housing system that ensures access to affordable housing and homeownership across the city, promotes housing stability, and reduces historical inequities in housing access and opportunity.

Policy: H-4.1, Affordability Requirements

Explore options for affordable units within new developments, prioritizing incentives that offset the cost of such units, while considering mandatory set-asides and other tools. Considerations could include project scale, location, units removed, displacement risk, etc.

Policy: H-4.2, Lower-Income Housing Supply

Collaborate with the public and private sectors to develop and maintain lower-income or subsidized housing, including supporting the retention of affordable housing units at risk due to sale or expiration of incentives.

Policy: H-4.3, Affordable Housing Fund Sources

Identify and pursue state and federal funding sources, while also developing local funding sources, to aid in the development and retention of affordable housing.

Policy: H-4.4, Siting of Subsidized Lower-Income Housing

Set clear site criteria for publicly subsidized housing to ensure distribution throughout the community, allowing access to areas of historic exclusion, and minimizing geographic concentrations of publicly subsidized housing in neighborhoods with a high percentage of minority or lower-income households.

Policy: H-4.5, Partnerships to Reduce Financial Barriers

Partner with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and residents of affordable and lower-income housing.

Policy: H-4.6, City Owned Property

Partner with local housing providers, developers, and other applicable organizations and agencies to identify City owned property that may be appropriate for new development that provides housing units, and update policy and regulations to allow for the transfer of those properties.

Policy: H-4.7, Community Ownership Models

Promote community-owned homeownership and equity models, including community land trusts, cooperative housing, and resident ownership models.



New goal focused on the creation and retention of affordable housing throughout the city.



Policy was broadened to explore different ways to expand affordable housing development, prioritizing incentives over requirements.



Policy expanded to include maintenance and retention of affordable housing.



Policy expanded to include a focus on areas of historic exclusion, encouraging a geographic distribution of lower-income housing throughout the entire city.



Policy expanded to include residents.



New policy focused on the use of City owned property to advance affordable housing initiatives.



New policy from the Fair Housing Plan and Racially Disparate Impacts Analysis to expand affordable homeownership models.

Policy: H-4.8, Short-Term Rentals

Ensure that short-term rental regulations balance the needs of visitors and residents of the city against impacts on the cost and supply of long-term housing.

Policy: H-4.9 Consistent Supportive Housing Options

Collaborate with and support service providers to ensure adequate and consistent operation of emergency shelters, transitional housing, emergency housing, permanent supportive housing, and related services throughout the city.

Policy: H-4.10, Employer-Sponsored Housing

Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.

Policy: H-4.11: Vacant, Condemned, and Real Estate Owned Buildings

Promote and assist local partners, organizations, and agencies in purchasing and renovating vacant, condemned, and/or Real Estate Owned properties in order to provide sites for affordable housing development.

Goal: H-5, Housing Equity and Opportunity

Ensure all residents have equal access to housing and homeownership opportunities throughout the city, regardless of protected status, cultural background, or income.

Policy: H-5.1, Inclusive Housing Education

Create and promote educational resources and programs that assist lower- and moderate-income households in obtaining and maintaining housing and homeownership, including targeted outreach to historically excluded communities, language access, and partnerships with local organizations to provide culturally relevant outreach.

Policy: H-5.2, Fair Housing

Ensure fair and equitable access to housing for all, including promoting fair housing requirements and enforcement, identifying historical patterns of segregation and inequality, and working to undo those impacts by addressing disparities in housing need and access to opportunities everywhere in Spokane.

Policy: H-5.3, Mix of Incomes

Promote and encourage developments serving a mix of incomes throughout the city, expanding socioeconomic integration by ensuring a variety of housing types and costs in all neighborhoods, allowing the community to live



New policy to recognize the need to balance short-term and long-term housing needs and support future reevaluation of regulations if they begin to impact housing supply.



New policy to support community organizations in their provision of a range of supportive housing types.



Policy was relocated to Housing from the Social Health Chapter (SH 1.6). The types of organizations were expanded while the policy focus was narrowed to housing development.



New goal focused on highlighting the need for housing equity identified through the Racially Disparate Impacts Analysis and public feedback.



Policy expanded to include homeownership and a focus on equity in response to the Racially Disparate Impacts Analysis.



Policy expanded to include the current requirements for Affirmatively Furthering Fair Housing.



This policy combines existing policies LU 1.7 and LU 1.9 due to the overlapping intent of encouraging mixed-income developments and socioeconomic integration.

where they desire, and avoiding regulations that concentrate housing affordability in isolated areas.

Policy: H-5.4, Remove Barriers to Rental Housing

Encourage and support property owners and property managers in reducing barriers to tenant access to rental housing, including rental application processes.

Goal: H-6, Housing Quality and Safety

Improve the overall quality and long-term viability of housing within the City of Spokane, ensuring residents have access to safe and stable housing that meets the needs of all incomes and abilities throughout the city.

Policy: H-6.1, Housing Rehabilitation

Provide financial and educational assistance to property owners to help facilitate housing rehabilitation and ongoing maintenance that supports the preservation and safety of housing within the city.

Policy: H-6.2, Property Responsibility and Maintenance

Assist in and promote improved and increased public and private property maintenance and responsibility throughout the city, including financial assistance and programs such as façade improvements.

Policy: H-6.3, Energy Efficiency Assistance

Partner with energy providers, other regional partners, and state regulators to offer incentives or rebates for property owners who make energy-efficient improvements, such as heating, ventilating, air conditioning and refrigerating installations, operations, and maintenance, on the condition that cost savings are shared with tenants.

Policy: H-6.4, Rental Registry

Monitor the City's Rental Registry to ensure that rental housing meets life and fire safety standards and provides safe housing for tenants.

Policy: H-6.5, Land Acquisition and Home Relocation Program

Consider and analyze a program for the purchasing and/or relocation of homes in the 100-year floodplain, establishing those areas long-term for natural area conservation and potential movement corridors.

Goal: H-7, Displacement

Mitigate displacement risk and the impact of City actions, working to keep households in their homes whenever possible while also meeting the needs of future residents and overall growth.



New policy for reducing barriers to accessing/applying for rental housing, which was a common theme in previous housing engagement for Building Opportunity for Housing.



Policy expanded to include potential avenues to implement the policy.



New CRSB recommended policy.



New policy relating to the existing rental registry, encouraging its continued use.



This policy was moved to Housing from the Natural Environments Chapter (NE 19.3).



New goal focused on housing accessibility based on community feedback.



Policy: H-7.1, Tenant Displacement

Explore and establish residential anti-displacement strategies for tenants, including rent stabilization, advanced notice of demolition or rehabilitation, relocation assistance, and ‘right to return’ policies.

Policy: H-7.2, Financial Relief

Identify, connect residents to, and encourage the creation of more local, state, and federal financial assistance programs to prevent low-income and fixed income households from being displaced from their homes, including but not limited to property tax and utility billing relief programs.

Policy: H-7.3, Climate Displacement Risk

Allocate resources to help all community members, including low-income residents, remain in their homes during extreme climate events, including extreme heat and wildfire smoke, through infrastructure and services such as the installation of cooling devices or high-quality portable air cleaners, utility bill assistance, or community and Tribal partner collaborations and educational opportunities.

Policy: H-7.4, Displacement Monitoring

Regularly monitor displacement risk over time, assessing the effectiveness of the City’s anti-displacement strategies in mitigating residential displacement and updating those strategies as needed to respond to changing situations.

POLICIES REMOVED FROM THE TEXT:

The following policies in blue have been removed from the text, largely due to redundancy, unclear goals/success, and similar factors.

Policy: H-1.11, Access to Transportation

Encourage housing that provides easy access to public transit and other efficient modes of transportation.

Policy: H-2.4, Linking Housing With Other Uses

Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.



New policy focused on housing accessibility based on community feedback.



New policy focused on housing accessibility based on community feedback.



CRSB recommended policy.



New policy focused on housing accessibility based on community feedback.



This policy was refined and moved to the Land Use Chapter as LU-3.2



The concepts in this policy are fully incorporated into the Land Use Chapter.

BRIEFING PAPER
Plan Commission
Integrated Capital Management
March 25, 2026

Subject

2027 - 2032 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 Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grants and low interest loans, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

None, this is an informational briefing only to advise the Plan Commission that the update to the 6-Year Capital Street Program is underway. A final reconciliation sheet and Comprehensive Plan Consistency Review matrix indicating 6-year Streets Program changes will be provided to the Plan Commission in advance of the planned consistency review workshop and hearing tentatively scheduled for April 22, 2026.

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2027-32 against 2026-31 6yr. Program)

New Projects Added to Six-Year Program (2027-2032)

Section/ Funds CN Year	Project Name	Project Description	Purpose Statement	Project Phase Fully Funded			Cost Estimate
				Planning	Design	Constr.	
Bridge Rehabilitation 2029	Monroe St. Bridge Rehab	Complete deck and joint repair and rehabilitate the south jump span.	Bridge deck maintenance and preservation to protect the bridge structure, extend bridge life and delay need for more costly rehabilitation.	n/a	No	No	\$4.3M
Bridge Rehabilitation 2026/27	Riverside-1st Ave.-Sprague Bridge Decks Rehab	Bridge deck surface rehabilitation and preservation.	Bridge deck maintenance and preservation to protect the bridge structure, extend bridge life and delay need for more costly rehabilitation.	n/a	Yes	Yes	\$1.42M
Capital Improvements 2027/28	Grand Blvd. - 13th to 29th	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$2.49M
Pedestrian & Bike	Centennial Trail Study	Planning and 30% design to widen trail sections to bring this segment up to a fully separated shared use path.	Improve bike and pedestrian safety. Improve usability and access to transit.	Yes	n/a	n/a	\$400k
Pedestrian & Bikeways 2027	Alberta - Gordon to Longfellow Sidewalk	Pedestrian improvements. Work includes ped crossing improvements, sidewalk infill, and related safety improvements.	Improve bike and pedestrian safety. Address gaps in the active transportation network. Improve access to transit.	n/a	Yes	Yes	\$810k
Street Capital Maintenance 2028/29	Mission - Napa to Greene G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$1.52M
Street Capital Maintenance 2028/29	Crestline St. - Illinois to Francis Chip Seal	Pavement preservation via chip seal surface treatment.	Preserve and extend the life of the pavement surface.	n/a	Yes	Yes	\$1.1M
Street Capital Maintenance 2028/29	Ash/Maple/Monroe G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$6.96M
Street Capital Maintenance 2028/29	29th Ave./Sprague G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$5.12M
Street Capital Maintenance 2027	Driscoll - Garland to Wellesley Chip Seal	Pavement preservation via chip seal surface treatment. Modify striping and parking layout to upgrade bike lanes to protected lanes.	Extend the life of the pavement structural section. Upgrade bike lanes.	n/a	Yes	Yes	\$500k
Impact Fee 2028/29	Nevada / Magnesium Intersection Improvements	Install left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west. ROW acquisition may be required on NE corner.	Address intersection capacity deficiency.	n/a	Yes	Yes	\$1.1M

Projects Completed or Removed from Six-Year Program

Section	Project Name	Comment	Status
Capital Improvements	3rd Ave – Stevens to Division G&O		Completion anticipated in 2026
Pedestrian & Bikeways	Arterial Pedestrian Hybrid Beacons		Completion anticipated in 2026
Capital Improvements	Sprague and Alki/Broadway G&O		Completion anticipated in 2026
Capital Improvements	Sunset Highway Path – Spotted to Royal		Completion anticipated in 2026
Capital Improvements	Wellesley Ave. - Maple to Division Chip Seal		Completion anticipated in 2026
Capital Improvements	Wellesley – Freya to Havana		Completion anticipated in 2026
Capital Improvements	US 195/Meadowlane J-turn		Completion anticipated in 2026
Pedestrian & Bikeways	High Visibility Crosswalks		Completion anticipated in 2026
Pedestrian & Bikeways	Spokane School Walk Routes		Completion anticipated in 2026

**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2027-2032)**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Comprehensive Plan Chapter 4 Policies TR:	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	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Monroe St. Bridge Rehab						X	X	X		X						X			X				X
Riverside-1st Ave.-Sprague Bridge Decks Rehab						X	X	X		X						X			X				X
Grand Blvd. - 13th to 29th G&O	X	X			X	X	X	X		X			X	X	X	X			X	X			X
Centennial Trail Study	X			X	X					X			X	X	X				X	X			X
Alberta - Gordon to Longfellow Sidewalk	X			X	X					X				X	X				X	X			X
Mission - Napa to Greene G&O	X	X			X	X	X	X		X						X			X	X			X
Crestline St. - Illinois to Francis Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Ash/Maple/Monroe G&O	X	X			X	X	X	X		X						X			X	X			X
29th Ave./Sprague G&O	X	X			X	X	X	X		X						X			X	X			X
Driscoll - Garland to Wellesley Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Nevada / Magnesium Intersection Improvements	X	X	X				X	X	X	X			X	X	X				X	X			X

BRIEFING PAPER: Comprehensive Plan Periodic Update – Chapter 4: Transportation
City of Spokane
Plan Commission
3/25/2026

Subject:

Staff will provide the Plan Commission with a detailed review of the updated draft of Chapter 4: Transportation of the City’s Comprehensive Plan as part of the PlanSpokane 2046 update.

Background:

The [PlanSpokane 2046 Periodic Update](#) includes an update of [Chapter 4 – Transportation](#). Last updated in 2017, the [existing transportation chapter](#) identifies priorities and projects that have guided community investment for the past ten years. This chapter outlines the primary transportation goals, policies and actions that will allow Spokane to accommodate forecasted population growth in a manner consistent with community priorities.

Current Topic:

At the January 14, 2026 meeting of the Plan Commission, Planning staff provided an overview a revised updated draft of Chapter 4: Transportation, with updates made since the December 10, 2025 Plan Commission presentation. Subsequently, a Plan Commission/Transportation Commission Transportation Chapter Review Sub-Committee met on February 9 and is meeting on March 23 to finalize review comments on the chapter. These subsequent updates and comments will be presented to Plan Commission at the March 25, 2026 meeting of the Plan Commission.

Primary components of the update include:

- Aligning goals with related policies
- Updating introductory language to provide current context
- Moving specific action recommendations to appendices and related planning and project documents that are updated on a regular basis
- Adding climate-focused goals and policies emerging from the ongoing Climate Planning process
- Addressing new state requirements included in HB1181, the Washington State climate bill that now requires local comprehensive plans to include:
 - o Strategies for reducing greenhouse gas (GHT) emissions,
 - o Strategies for reducing vehicle miles traveled (VMT),
 - o Incorporating climate resilience strategies, and
 - o Addressing the impacts of climate change.

Relationship to Plans/Actions:

This update aligns with the Growth Management Act of Washington State, which mandates periodic updating of the City’s 20-year vision for accommodating forecasted growth and development.

Timeline/ Further Action:

Staff plans to provide a completed draft of the updated Transportation Element of the Comprehensive Plan by April 2026, for adoption by City Council by June of 2026.

**BRIEFING PAPER: Comprehensive Plan Periodic Update – Chapter 4: Transportation
City of Spokane
Plan Commission
3/25/2026**

Project website: <https://my.spokanecity.org/planspokane/>

Staff Contact: Colin Quinn-Hurst, 509-625-6804, cquinnhurst@spokanecity.org

Introduction and Guidelines

The following chapter provides the goals and policies meant to guide growth and development in the City of Spokane through the lens of **Transportation**. While reviewing this document, it helps to keep a few things in mind:

1. PlanSpokane 2046 is NOT an entirely new document. The existing Comprehensive Plan and ongoing community engagement were the foundation of this document, along with adopted plans, state legislation, and new engagement informing proposed changes.
2. The current Comprehensive Plan, Shaping Spokane, can be found at shapingspokane.org. Readers may refer to that document if they wish to see the existing chapter language.
3. The Vision and Values, previously found in each chapter, are being combined into a single unified vision for the City. Accordingly, those sections of the chapters do not appear in this document.
4. Many policies in the existing plan include “discussion” below the policy. Where those discussions do not provide a better understanding or clarification of the policy, they have been removed from this new document or the language in that discussion has been incorporated into introductory language related to each goal. These removals are not identified specifically here.
5. The plan has undergone a review and minor edits throughout. Terms have been updated, language has been streamlined, and many small changes have been made to increase readability and understanding. Minor wording changes aren’t marked directly to make sure the proposed language is as clear as possible, but any large updates may be identified.
6. A range of helpful notes are provided in the sidebar to the right—these are not part of the proposed text, rather they help readers understand certain proposed changes.
7. The [Climate Planning effort](#) is still ongoing and may affect the language in the chapter later. Places where we anticipate this *might* occur will be marked with the appropriate icon (see at right).
8. Work towards understanding Racially Disparate Impacts and Displacement is ongoing and may likewise have an impact on the language in this chapter. Where we anticipate this happening, an icon has been included (see at right).
9. Some policies or goals from the past versions of the Comprehensive Plan may have been omitted. If they have been combined with other policies or goals, there will be an icon and description in the blue

The following icons will appear where:



General information or notes is provided, clarifying changes to the existing text.



Language was streamlined or condensed. Minor changes won't be marked.



New text or policy was added, not sourced from the current plan.



Two or more policies in the existing plan were combined into one.



A policy or language was added because of a change in state law requirements.



Climate and Resiliency work might impact this language the future.



Racially Disparate Impact and Displacement work may impact this language in the future.



Text, goals, or policies were removed—a reason will be provided.

margin. Where policies or goals have been removed entirely, they are listed at the end in their own section.

The proposed language for this chapter begins on the following page. Please be sure to note the “version date” at the bottom of the page as we anticipate future changes as this effort evolves.

A Note on the Transportation Commission and this chapter:

Work is ongoing to coordinate updates to this chapter with the Transportation Commission. Accordingly, some additional changes and updates may occur with ongoing coordination.

Transportation

Introduction

The Transportation Chapter sets out the transportation priorities of Spokane and partners to meet the needs of current and future residents, employees, business-owners, and visitors. This Chapter also reaffirms the City's commitment to an open, public, and transparent project prioritization process in the development of capital projects and programs. The appendix of this chapter contains project inventories documenting anticipated facility needs over the next twenty years to carry the PlanSpokane growth strategy.

Given changing transportation needs and lifestyles expected in future years, this chapter guides Spokane toward a well-maintained, multi-modal transportation system providing safe and efficient mobility for all, supporting economic and community vitality, and promoting a healthy, livable environment.

In 2046, Spokane's transportation network will include extensive high-frequency transit, safe and connected networks for walking, bicycling, and rolling, and roadways designed for safe driving speeds, while anticipating and adapting to emerging technologies.

In achieving this vision, Spokane benefits from a highly connected grid of streetcar-era streets built during the city's most robust decades of development at the turn of the 20th Century. The spines of Spokane's historic streetcar system create opportunities for re-establishing strong connections between neighborhoods, business districts, services and amenities. This approach aligns with the 20-year vision and growth strategy of PlanSpokane 2046.

Achieving this vision relies on coordination among many regional partners and agencies, including the Spokane Regional Transportation Council, Washington Department of Transportation, Spokane Transit Authority, the Public Facilities District and local Public Development Authorities, and neighboring jurisdictions. These partners will continue working together to deliver transportation projects of local and regional significance. With continued growth, this collaboration between partners ensures efficient investments that meet the transportation needs of current and future residents, employees, businesses, and visitors.

Goals and Policies

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.



The introduction was updated and condensed, removing a lot of outdated background information, largely due to redundancy.

Each policy was included under the relevant goal it supports.

Key actions for each policy were removed and delegated to the appropriate modal plans or appendices.

Enhancing Safety and Public Health

Promote healthy communities in Spokane by implementing a transportation system that improves safety in all neighborhoods, provides for the ability to reduce auto mode share, and increases the number of active travelers and transit riders of all ages and abilities. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measures.

Implementing safety efforts should be done in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. Programs and projects will align with local, regional, state, and federal commitments to achieve zero roadway fatalities and serious injuries, with a target of 2036 for the City of Spokane.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach avoids decisions disproportionately impact the environmental and human health of underserved neighborhoods and vulnerable populations.

Goal: TR-1, Enhance Safety and Public Health

Promote healthy communities by providing and maintaining a safe transportation system with viable active options that serve the needs of all people using the system, particularly the most vulnerable.

Policy: TR-1.1, Traffic Calming

Use context-sensitive traffic calming measures that maintain acceptable speeds, manage cut-through traffic, and improve safety while reducing negative traffic impacts and improving quality of life.

Policy: TR-1.2, Eliminate Serious and Fatal Injuries

Eliminate serious and fatal injuries on Spokane's roads through regular review of traffic safety data, prioritization of safety as the primary factor in infrastructure design, and rapid implementation of safety improvements.

Policy: TR-1.3, Maintain Safe Streets plans

Maintain and update the Vision Zero Safety Action Plan and other Safe Streets plans to ensure safe, efficient, and direct access for walking, bicycling, and rolling to key destinations, including downtown Spokane, transit stations, schools, parks, and trails. Update citywide analyses from the Pedestrian Plan, City Safety Plan, Bicycle Master Plan, and Bicycle Priority Network to continually assess and identify major barriers to crossing arterials streets and recommend crossing enhancements.



Former TR Goal F: Enhance Public Health & Safety was moved to TR-1 and updated slightly to emphasize safety foremost, due to increasing rates of serious injury and fatal crashes on the City transportation network as well as public concern expressed during community engagement.



Former Policy TR14: Traffic Calming was moved to align with Goal TR-1 and renumbered as TR-1.1.



Policy 1.2 is a new policy added to conform with Spokane Vision Zero Safety Action Plan and Vision Zero Resolution



Policy 1.3 is a new policy added to conform with recent legislation (HBI181)

Policy: TR-1.4, Design for Community Safety

Ensure transportation infrastructure provides appropriate shelter, lighting, and access to enhance safety of environments for walking, bicycling, rolling, accessing transit, parking, and driving.

Policy: TR-1.5, Prioritize Vulnerable Road Users

Ensure the roadway network prioritizes the safety of the most vulnerable road users walking, bicycle, or rolling, or accessing public transit.

Policy: TR-1.6, Safe & Healthy Community Promotion Campaigns

Conduct regular City-specific community education and outreach to promote a shift toward non-driving travel modes such as bicycling and public transit. Partner with other agencies to implement innovative and effective campaigns that combine engineering, education, and evaluation.

Policy: TR-1.7, Law Enforcement & Emergency Management

Partner with other agencies to bolster enforcement efforts that protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.

Policy: TR-1.8, Natural Environment

Preserve and enhance natural features and assets in places where people live their daily lives to support a safe and healthy environment. Promote healthy communities by providing a transportation system that protects and improves environmental quality. Improve livability by encouraging landscaping and natural features on transportation facilities in targeted areas to support the safety and health of the community.

Promoting a Sense of Place

The term “sense of place” describes the prevailing atmosphere of a place created by design features, historic characteristic, natural environment, and cultural elements. This includes the qualities and characteristics that make a place special or unique, such as cultural identity and heritage. Transportation facilities and infrastructure affect the identity, natural environments and cultural landscape of business districts, parks, and other community amenities.

These qualities and characteristics can be reflected in the design of the streetscape, which in this chapter refers to the built features of the public right-of-way, including vehicle travel lanes, bike lanes, transit stops, curbs, parking strips, sidewalks, signage, benches, bike racks and shared mobility parking areas, lighting, landscaping, ramps, curb extensions, and other amenities commonly located in or along public streets.



Policy 1.4 is a new policy, added to conform with the Complete Streets Program.



Policy 1.5 is a new policy added to conform with Spokane Regional Safety Action Plan



Former Policy TR21: Safe & Healthy Community Education & Promotion Campaigns, was moved to align with Goal TR-1 and renumbered as TR-1.6.



Former Policy TR 22: Law Enforcement & Emergency Management, was moved to align with Goal TR-1 and renumbered as TR-1.7.



Policy 1.8 is a new policy, that combines language from former TRGoal E Respect Natural & Community Assets, and former TRGoal F Enhance public Health and Safety.

Transportation facilities can foster a sense of place through design features tied to surrounding land uses, with streetscape elements that respond to input from the local community. Unique design features set a street or segment of a street apart, creating an environment supporting economic vitality and innovation. Application of place-making design elements occurs in coordination with planned land uses and infrastructure projects, and in coordination with community partners.

Goal: TR-2, Promote a Sense of Place

Promote a sense of community and identity through the provision of context-sensitive design features, recognizing the impact of these choices on the way people interact and experience the city.

Policy: TR-2.1, Activation

Build and maintain complete streets and public spaces in the right-of-way featuring unique design features and promoting economic vitality and a sense of place, with a focus on areas prioritized for urban mixed-use investment, such as Centers and Corridors.

Policy: TR-2.2, Effective Community Engagement

Seek community input to address the effect of potential transportation projects on the experience of accessing gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies. Consult with stakeholders and leaders that represent gathering places, destinations, and community bodies. Provide language access to solicit culturally responsive and representative community input. Use community feedback to inform the selection of streetscape amenities and design elements that uniquely reflect local context, history, and local input.

Policy: TR-2.3, Natural Environment and Cultural Heritage

Preserve and enhance natural, community, and cultural assets in places where people live their daily lives to support a rich sense of place and identity. Evaluate the impact of transportation projects on natural and cultural community assets using objective criteria.

Providing Transportation Choices

The Spokane community desires choices for transportation, including options for commuting, recreation, and short trips using transit and active modes like walking, bicycling, and rolling with assistive devices. Other



Former Policy TR 15: Act was moved to align with Goal TR-2 and renumbered as TR-2.1.



Former Policy TR23: Effective and Enhanced Public Outreach, was moved to align with Goal TR-2 and renumbered as TR-2.2. Language has been expanded to include a focus on language access



Policy 2.3 is a new policy, with language from former TR Goal E Respect Natural & Community Assets.

choices such as rideshare, carpooling, taxi/for hire services, and private vehicles also play important roles in providing transportation options.

Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors.

Goal: TR-3, Provide Transportation Choices for All Users

Meet mobility needs by providing facilities and programs for those using multiple transportation options, including those walking, riding bikes, accessing public transportation, driving private vehicles, and using other options, including assistive devices.

Policy: TR-3.1, Provide Transportation Options for All Users

Design the transportation system to provide a complete transportation network for all users in line with the Complete Streets Ordinance, ensuring equitable distribution of innovation, access, choice, and options throughout the four seasons. Users include people walking, bicycling, rolling with assistive devices, people accessing transit, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers.

Policy: TR-3.2, Upgrade Network to Meet Standards

Complete necessary upgrades to ensure that all streets meet mandated accessibility standards and level of service standards outlined in the Bicycle Master Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Policy: TR-3.3, Base Standards on the Intended Users

Develop and apply guidelines and standards in alignment with the Complete Streets Ordinance and other adopted plans and ordinances. Provide roads and pathways designed, operated, and maintained to accommodate and promote safe and convenient travel for all users, appropriate to the context and goal of each facility. Adopted design standards provide project-level interpretation of the goals, policies, and project maps provided in the comprehensive plan and transportation chapter.

Policy: TR-3.4, Limit Exceptions to Street Standards

Enforce standards and developing programs and projects to bring non-compliant facilities to a level meeting or exceeding those standards. Maintain bicycle and pedestrian connectivity during construction of development or projects that block the right of way.

Policy: TR-3.5, Active Transportation Project Selection

Identify high-priority active transportation projects to carry out completion and upgrades to the priority active transportation networks.



Former Policy TR 1: Transportation Network For All Users, was moved to align with Goal TR-3 and renumbered as TR-3.1.



Policy 3.2 is a new policy



Policy 3.3 is a new policy



Policy 3.4 is a new policy



Former Policy TR5: Active Transportation, was moved to align with Goal TR-3 and renumbered as TR-3.5.

Accommodating Access to Daily Needs

Land use type, mix, intensity, and distribution influence travel choices, with implications for the planning and construction of transportation facilities. Creating prosperous and walkable neighborhoods with opportunities for people to meet and connect requires thinking of streets primarily as places for people rather than spaces for vehicles.

Multiple modes become viable when land uses are planned in a way that connects multiple travel options and reduces the distance between daily needs. Coordinating appropriate transportation options and land uses is important.

Goal: TR-4, Accommodate Access to Daily Needs and Destinations

Prioritize transportation facilities that align with land use goals to advance Spokane's quality of life by connecting residents with daily needs, services, businesses, resources, and destinations.

Policy: TR-4.1, Access to Daily Needs

Connect where people live, work, learn, access essential services, play, and shop with a variety of transportation options. Coordinate multimodal capacity expansion efforts with the location of higher-density housing.

Policy: TR-4.2, Access to Transit

Ensure quality facilities for walking, bicycling, and rolling to transit stops and stations within the corresponding walking, bicycling, and rolling radius. Support expansion of bicycle rack and locker capacity at appropriate transit stops, shared mobility parking areas, and park & rides connected to bus rapid transit (BRT) improvements.

Policy: TR-4.3, Support Public Transit Expansion

Support public transit expansion and use through coordinated land use and transportation planning that prioritizes transit service for lower-income and overburdened neighborhoods.

Policy: TR-4.4, Neighborhood Access

Require developments to provide open, accessible, internal multi-modal transportation connections, both within developments and to adjacent properties, streets, and neighborhoods.



Goal TR-4 is a revision of former TRGoal C: Accommodate Access to Daily Needs and Priority Destinations.



Policy 4.1 is a new policy, using policy-level language from former TRGoal C.



Policy 4.2 is a new policy, created from policy-level language in the former TR Goal C.



Policy 4.3 is a new policy created from former Policy TR7: Neighborhood Access, which emphasized access to transit stops.



Former Policy TR 7: Neighborhood Access, was moved to align with Goal TR-4 and renumbered as TR-4.4. Language has been slightly reworded for clarity.

Policy: TR-4.5, Equitable Accessibility.

Transportation facilities should be maintained and improved in a manner that equitably serves Spokane and provides access to transportation options.

Policy: TR-4.6, Flexibility and Adaptability to Changing Technology

Adapt to changing transportation needs and travel choices as new transportation options and technologies emerge.

Setting Transportation Level-of-Service

Level of Service standards play a fundamental role in selecting the location and design of transportation facilities throughout the city, guiding decisions about when, where and how to invest in changes to facilities in alignment with changing land uses and development patterns. Aligning LOS standards with the selected growth strategy plays a fundamental role in achieving Spokane’s vision for the next twenty years.

Goal TR-5: Managing Transportation Level-Of-Service

Align Level-of-Service (LOS) standards with the selected growth strategy to support areas targeted for mixed-use growth, economic activity, walkability, accessibility, and adoption of multi-modal transportation options.

Policy: TR-5.1, Aligning Transportation Choices and Growth.

Set and maintain transportation level of service standards that align optimal transportation choices with desired growth patterns.

Policy: TR-5.2, Targeted Level of Service Standards.

Transportation level of service standards shall differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. Downgrading LOS in some areas may include allowing auto LOS F in more locations where street connectivity is high and maintaining LOS E in locations where transit uses the corridor. Specific Level of Service Standards are defined in the Modal Elements appendix to this chapter, tailoring standards to specific areas of the city targeted for different levels of growth.

Policy: TR-5.3, Multi-modal Level of Service Standards

Apply level of service standards to all modes—including walking, bicycling, rolling, accessing transit, and driving. Improve active transportation and other multimodal types of transportation options in concurrency programs, both in assessment and mitigation. Maintain level of service standards for walking, bicycling and rolling while detours are in place.



Policy 4.5 is a new policy, developed from policy language in the “Intent” section of former TRGoal C



Policy 4.6 is a new policy developed from policy language in the “Intent” section of former TRGoal C



Goal 5 is now added to expand on former policy TR3 Transportation Level-Of-Service.



Former Policy TR3: Transportation Level-Of-Service (LOS), has been renumbered TR5.1, renamed “Aligning Transportation Choices and Growth”, and moved to align with new Goal TR-5



Policy 5.2 is a new policy, with language from former policy TR3



Policy 5.3 is a new policy with language from former policy TR3

Policy: TR-5.4, Multi-benefits of Level of Service.

To encourage development in desired areas, permit reduced level of service for vehicles and related increases in congestion, to support mixed-use areas targeted for growth and multimodal transportation investment. In these areas, congestion coupled with higher levels of service for walking, bicycling, and rolling supports economic activity and community vibrancy. Reducing level of service in these areas can reduce the cost of the infrastructure required to serve these areas, reducing requirements for excessive roadway expansion.

Policy: TR-5.5, Level of Service and Vehicle Speeds

Lower vehicle level of service in focused growth areas to achieve lower vehicle speeds, consistent with the goals of these focused growth areas. Deliver corresponding increases in the availability of multiple transportation options in these areas to balance overall transportation needs.

Policy: TR-5.6, Concurrency

Assure that those public facilities and services necessary to support development are adequate to serve that development at the time of occupancy, as established in the City's Transportation Concurrency Level of Service Standards Administrative Policy and Procedure.

- *Vehicle Policy: Concurrency applies to all city-owned arterials shown on Map TR 13, except HSS routes shown in Map TR 12, which are not subject to concurrency in state policy.*
- *Non-motorized Policy: The pedestrian policy is based on miles of sidewalk completed per year compared to an annual target, and the bicycle policy is based on percentage of bicycle network completed each year, based on Map TR5.*
- *The city shall perform a concurrency test for non-motorized transportation on an annual basis at the end of construction season.*

Promoting Economic Opportunity

Public right-of-way is one of the most valuable assets owned and controlled by the City. Infrastructure investments in the right-of-way can significantly affect the private investments that occur nearby. Movement of people and goods is critical to Spokane's economic vitality and well-being. Likewise, investments that enhance the streetscape and create a pleasant



Policy 5.4 is a new policy with language from former policy TR3



Policy 5.5 is a new policy with language from former policy TR3



Policy 5.6 is a new policy with language from the "Concurrency" section in the Modal Elements portion of the previous Transportation Chapter.

environment for people to spend time increase the economic productivity and wealth of the community. An efficient multi-modal system supports livable places while accommodating safe and direct connections for people and goods on every level – from major industrial areas to mixed-use areas, to key neighborhood economic centers.

Goal: TR-6, Promote Economic Opportunity

Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

Policy: TR-6.1, Promote Economic Exchange

Provide efficient and affordable multi-modal access to jobs, education, services, and workforce training to promote economic opportunity in the city's designated growth areas. Target development on selected street corridors to enhance commerce and attract jobs.

Policy: TR-6.2, Commercial Center Access

Improve multi-modal transportation options to and within mixed-use areas, including areas designated for focused growth.

Policy: TR-6.3, Move Freight

Maintain a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility efficiencies and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

Policy: TR-6.4, Use Public Improvements to Catalyze Private Investment

Pursue opportunities to enhance street features including landscaping and amenities such as seating, lighting, bike racks, wayfinding signage, and other features. Increase on-street parking and contribute to a pleasant urban environment to catalyze new development and promote complementary investment from property owners and businesses.

Policy: TR-6.5, Drive Economic Development

Support economic development by prioritizing transportation investments that enhance multi-modal access to and within focused growth activity centers, provide greater food security for residents, and produce quality places that retain value through time.

Maximizing Benefits with Integration

The public right-of-way serves multiple public and private functions, at surface level and below grade. Utilities, stormwater management, traffic



Former Policy TR 9: Promote Economic Opportunity, was moved to align with Goal TR-6 and renumbered as TR-6.1. Language has been reworded slightly for clarity.



Former Policy TR6: Commercial Center Access, was moved to align with Goal TR-6 and renumbered as TR-6.2. Language was reworded slightly for clarity.



Former Policy TR8: Moving Freight, was moved to align with Goal TR-6 and renumbered as TR-6.3.



Policy 6.4 is a new policy



Policy 6.4 is a new policy. Cross-reference to

management, parking, bikeways, sidewalks, landscaping, and street amenities all overlap within the right-of-way. Deliberate and coordinated programming of maintenance, replacement, and construction benefits the public in multiple ways. Integrating work on multiple assets within public right-of-way leverages public funding to achieve the maximum benefit from each dollar spent. This approach reduces the number, frequency, and cumulative duration of construction projects, reducing lost revenue from interruptions to daily needs, services, and economic activity.

The City recognizes that street repair requires perpetual investment in order to maintain our system to achieve community goals. Spokane seeks funding from a variety of sources to support major infrastructure investments and system maintenance for arterials, residential streets, and sidewalks. In this work, the City seeks cost efficiencies by integrating work and leveraging every investment to generate the maximum public benefit.

Goal: TR-7, Maximize Public Benefits with Integration

Design and maintain a fiscally efficient, environmentally responsible, and socially equitable transportation system that serves users through coordinated planning and budgeting with other partners and utilities.

Policy: TR-7.1, Integrating Investments for Major Street Projects

Use an integrated approach to street projects that considers all needs in the right of way. Address all uses of the right of way to leverage dollars and gain greater community benefits. Continue seeking new ways to generate cost efficiencies for the best use of the available funds. Focus on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets.

Policy: TR-7.2, Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development, improving both neighborhood livability and commercial access.



Former Policy TR16: Right-of-Way Maintenance, was renamed “Integrating Investments for Major Street Projects”, moved to align with Goal TR-7 and renumbered as TR-7.1.



Former Policy TR 17: P. Existing Unpaved Streets, was moved to align with Goal TR-7 and renumbered as TR-7.2. Language expanded slightly for clarity.

Policy: TR-7.3, Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

Policy: TR-7.4, Transportation Innovation

Explore, develop, and manage the use of innovative transportation approaches and technologies to achieve community transportation goals including safety, accessibility, health, mobility, and reliability.

Ensuring Sustainable Funding for Operations and Maintenance

Successful operation and maintenance of new capital transportation infrastructure depends on corresponding increases in funding resources for the staffing, equipment, and supplies of maintenance and operations programs. While regional, state, and federal funding resources have been established for major capital outlays, funding of ongoing operations largely depends on local funding initiatives, requiring community-wide understanding and support for investing in these programs. Equitably providing transportation access throughout the city requires reliable, ongoing, and sufficient funding for operations and maintenance programs.

Goal: TR-8, Ensure Sustainable Funding for Operations and Maintenance

Establish ongoing and funding initiatives to ensure that funding for operations and maintenance programs keep pace with new infrastructure investments.

Policy: TR-8.1, Ensure Sustainable Funding

Prioritize long-term funding for programs that keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all.

Policy: TR-8.2, Funding for Maintenance

Balance increases in capacity and capital infrastructure with corresponding increases in maintenance and operational funding. Fund maintenance of what is already built. Fund systemic maintenance programs.

Policy: TR-8.3, Support Frontage Improvements

Find innovative funding options to support owners of both commercial and residential properties in enhancing building frontages and maintaining sidewalks, parking strips, street trees, and street furniture such as planters, benches, bike racks, and pedestrian-scale street lighting.



Former Policy TR19: Plan Collaboratively, was moved to align with Goal TR-7 and renumbered as TR-7.3.



Former Policy TR10: Transportation System Efficiency & Innovation, was renamed “Transportation Innovation”, moved to align with Goal TR-7 and renumbered as TR-7.4. Language expanded slightly for clarity.



Goal 8 is new



Policy TR8.1 is new



Policy TR8.2 is new



Policy TR8.3 is new

Achieving Climate Goals

Reducing emissions from vehicle travel improves air quality and supports healthier communities, while mitigating the long-term impacts of climate hazards on transportation infrastructure.

Goal: TR-9, Achieve Climate Goals

Carry out programs, plans and investments that support targeted reductions in vehicle miles traveled (VMT) and associated reductions in greenhouse gas (GHG) emissions.

Policy: TR-9.1, Set and Monitor Near- and Long-Term Targets for Vehicle Miles Traveled (VMT)

In alignment with regional and state goals and policies, establish short- and long-term VMT per capita targets via an ordinance and carry out regular monitoring to ensure progress toward established goals

Policy: TR-9.2, Transportation Demand Management (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

Policy: TR-9.3, Target Transportation Demand Management Campaigns

Continue to implement and enhance the City's participation and investment in the countywide TDM program. Work with partner agencies to organize and sustain targeted, City-specific community education and outreach initiatives that promote a shift away from drive-alone trips, especially in high growth employment areas.

Policy: TR-9.4, Transportation Demand Management Requirements

Evaluate expansion of trip reduction requirements within Spokane to include more business types and sizes, leveraging Spokane's authority to exceed state minimums under the Washinton State Commute Trip Reduction (CTR) law.

Policy: TR-9.5, Parking Management

Develop and administer vehicle parking policies that reduce excess parking that deters non-motorized transportation users.

Policy: TR-9.6, Parking Pricing and Maximums

Ensure parking pricing reflects the high value of street right-of-way and curb space. Consider implementing higher parking rates during peak travel periods to discourage solo driving and encourage shifts to off-peak travel or



Goal 9 is a new goal add accommodate some of the comments received in ongoing engagement and as a result of efforts like the Climate & Resiliency work.



Policy 9.1 is a new policy



Former Policy TR4: Transportation Demand Management Strategies, was moved to align with Goal TR-9 and renumbered as TR-9.2.



Policy 9.3 is a new policy



Policy 9.4 is a new policy



Former Policy TR18: Parking, was moved to align with Goal TR-9 and renumbered as TR-9.5. Language reworded slightly.



Policy 9.6 is a new policy

Policy 9.7 is a new policy

other transportation modes. Ensure that parking maximums address new developments citywide.

Policy: TR-9.7, Street Access and Tolling

Consider measures such as tolling or vehicle access restrictions on certain streets and transportation facilities during parts of the day during peak travel periods to address peak auto travel periods. Support efforts to gain state authorization for cities and other jurisdictions to impose pricing or vehicle restrictions on city-owned streets.

Policy: TR-9.8, Distribution and Delivery

Enact programs and carry out investments to reduce Vehicle Miles Traveled (VMT) and associated Greenhouse Gas (GHG) emissions. Seek out new programs and projects with high potential to make meaningful reductions in Vehicle Miles Traveled to achieve VMT and GHG targets.

Policy: TR-9.9, Expand Zero-emission Vehicle Infrastructure.

Develop and enhance zero-emission vehicle infrastructure and incentives, with particular support for lower-income residents. Enhance clean vehicle infrastructure on private and public land, transition to zero-emission public fleets, and consider subsidies for low-income residents to purchase or lease zero-emission vehicles.

Enhancing Resiliency

Climate hazards damage roads, bridges, and rail infrastructure, and make walking, biking, rolling, using transit and driving unsafe. This disrupts travel and limits the community’s ability to evacuate safely during emergencies.

Goal: TR-10, Enhancing Resiliency in the Transportation Network

Ensure the local transportation system – including infrastructure, routes, and travel modes – is resilient to climate hazards and remains safe and accessible during and after extreme weather events and other hazards.

Policy TR-10.1, Design for Hydrologic Impacts.

Install updated stormwater controls on roadways when capital improvements are implemented and where development is less likely to contribute stormwater improvements. Incorporate hydrologic climate impacts into bridge design, reduce stormwater impacts from transportation projects, and enhance pathways by assessing climate hazards.

Policy: TR-10.2, Create Climate-Resilient Infrastructure

Design and site new and expanded roads, railroads, and water-processing structures to minimize environmental impacts, protect public access, and



Policy 9.8 is a new policy

Policy 9.9 is a new policy

Goal 10 is a new goal

Policy 10.1 is a new policy

Policy 10.2 is a new policy

incorporate climate-resilient features such as fish-friendly culverts and bridges.

Policy: TR-10.3, Connect Evacuation Routes

Develop street connectivity, walkability and access for biking and rolling, including sidewalks, bikeways and street crossings, to serve as potential evacuation routes.

Policy: TR-10.4, Provide Shade and Natural Tree Cover

Promote natural tree cover and build shade, shelter, and cooling infrastructure along sidewalks, transit stops, and public spaces to enhance resilience to extreme heat and weather, prioritizing urban heat islands and locations where populations susceptible to health impacts gather.

Achieving Context-Sensitive Design

Aligning the design of transportation infrastructure and public right-of-way with adjacent land uses creates opportunities for leveraging public investment to support the community’s vision for safety and livability.

Goal: TR-11, Achieve Context Sensitive Design

Adopt and strengthen policies, guidance and typologies that align infrastructure investments in the public right-of-way with land use designations, development code designations, and economic development initiatives.

Policy: TR-11.1, Transportation Supporting Land Use

Prioritize street designs that align access, mobility and place-making functions with the existing and planned land use context of each corridor.

Policy: TR-11.2, Storefront Streets

Identify core street segments in mixed-use areas that can serve as safe and accessible commercial destinations for residents. Develop, update, and carry out designs for these streets that address both public improvements and private building frontages.

Policy: TR-11.3, Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.



Policy 10.3 is a new policy



Policy 10.4 is a new policy



Goal 11 is a new goal



Former Policy TR2: Transportation Supporting Land Use, was moved to align with Goal TR-11 and renumbered as TR-11.1. Language was condensed and reworded for clarity



Policy 11.2 is a new policy



Former Policy TR13: Infrastructure Design, was moved to align with Goal TR-11 and renumbered as TR-11.3.

POLICIES REMOVED FROM THE TEXT:

The following goals and policies have been removed from the text, largely due to redundancy, unclear goals/success, and similar factors.

Policy: TR-11, Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan

Policy: TR-12, Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan

Policy: TR-20, Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

TR Goal E: Respect Natural and Community Assets

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.



This policy was removed. It is redundant with information in policy TR 11.3



This policy was removed. It is redundant with information in goal TR11



This policy was removed. It is redundant with information in policies TR 1.4 and TR1.5



This goal was removed. It is redundant with information in policies TR1.8 and TR2.3