

**SPECIAL MEETING NOTICE/AGENDA OF THE
SPOKANE PLAN COMMISSION CHAPTER REVIEW SUBCOMMITTEE**

**MEETING OF THURSDAY, NOVEMBER 13, 2025
12:30 P.M. – CITY HALL THIRD FLOOR, CONFERENCE ROOM 3B**

The Spokane Plan Commission Chapter Review Subcommittee will be holding a Special Meeting at 12:30 p.m. on Thursday, November 13, 2025, in the City Hall 3rd Floor Conference Room 3B at 808 W. Spokane Falls Boulevard, Spokane, WA. The purpose of the meeting is to consider and discuss items on the attached agenda.

The special meeting will be open to the public.

SEE ATTACHED AGENDA



Spencer Gardner
Planning Director

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. Individuals requesting reasonable accommodations or further information may call, write, or email 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.

Special Meeting Notice

Final Audit Report

2025-11-04

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Spokane Plan Commission Chapter Review Subcommittee Agenda

Special Meeting

Thursday, November 13, 2025

12:30 PM

Hybrid – City Hall 3rd Floor, Conference Room B/ Microsoft Teams
808 W Spokane Falls Blvd, Spokane, WA 99201

Chapters:

Transportation Element

Group 4 Members: Ryan Patterson, Amber Lenhart, Tyler Tamoush

Virtual Meeting Link - See Next Page for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Subcommittee Briefing Session:

12:30 – 12:35	1. Roll Call 2. Introduction 3. Approval of current agenda	Planning Staff Colin Quinn-Hurst All
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Agenda:

12:35 – 1:00	1. Process, Timeline, and Overview	Colin Quinn-Hurst
1:00 – 2:00	2. Review of Draft Goals and Policies	Colin Quinn-Hurst

Adjournment: The next scheduled Plan Commission Chapter Review Subcommittee meeting will be held on Tuesday, December 9, 2025.

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

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Plan Commission Chapter Review Subcommittee Meeting Information

Thursday, November 13, 2025

Plan Commission Subcommittee 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

[Join the meeting now](#)

Meeting ID: 247 782 211 863 83

Passcode: j4bw7j2m

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Video Conference ID: 119 380 716 1

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Or call in (audio only)

[+1 323-618-1887](tel:+13236181887), 888461880# United States, Los Angeles

Phone Conference ID: 888 461 880#

[Find a local number](#)

Meeting ID:
247 782 211 863 83

Passcode:
j4bw7j2m

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: planspokane@spokanecity.org. Written public comments will be accepted up to one hour prior to the start of the meeting.

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

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 not 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 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 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.

A Note on the Transportation Commission & this Chapter

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

Transportation

Introduction

The Transportation Element guides the transportation investments of the City and partners to meet the needs of the city's current residents and businesses and also to accommodate Spokane's future growth, in alignment with the Comprehensive Plan's identified growth strategy.

This element builds on Spokane's commitment to providing an open, public and transparent project prioritization process that assists capital programming of projects based upon the goals of this chapter and the Comprehensive Plan.

This element also considers the changing demographics, transportation needs, and lifestyles expected in future years. In the future, Spokane will have a well-maintained, multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable environment.

In the future, Spokane's transportation system should:

- Create a resilient, sustainable system that reduces greenhouse gas emissions and supports climate goals.
- Accommodate affordable diverse and affordable travel options, supporting economic health and prosperity by reducing travel costs for residents and visitors.
- Create a safe citywide transportation network that eliminates serious and fatal injuries.
- Support seamless travel between destinations by establishing continuous connectivity between modes.
- Link neighborhoods and activity centers with a variety of travel options to increase access to destinations and services.
- Foster economic vibrancy in business districts and neighborhoods by targeting high-priority streets and corridors.

In 2046, Spokane's transportation landscape will include extensive high-frequency transit, safe and continuous networks for walking, bicycling and rolling, and safe driving speeds on major roads.

This chapter guides our path to achieving this vision, while also preparing for a future of new transportation options. In the face of changing transportation technologies and opportunities, Spokane benefits from a backbone of gridded streets built during the city's most robust decades of development at the turn of the 20th Century, during the streetcar era. The spines of Spokane's historic streetcar system create opportunities for robust, multi-modal transportation links among neighborhoods and business districts.



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

Each policy was included the relevant job supports.

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

These transportation foundations support the City's preferred growth strategies and support Spokane as a place made up of many walkable neighborhoods with close-by destinations and services, connected by high-quality transit and multi-modal streets.

Achieving this vision relies on close coordination among the many regional partners responsible for delivering transportation projects of local, citywide and regional significance. With continued growth, collaboration between partners ensures efficient investment that meets the transportation needs of residents, employees, 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 in terms of transportation plans, projects, and investments.

Promoting a Sense of Place

The term "sense of place" describes the prevailing character or atmosphere of a place. This includes the qualities and characteristics that make a place special or unique, including cultural identity and heritage.

Transportation systems facilitate a sense of place through design features tied to surrounding land uses, with appropriate streetscape features and elements that meet local community expectations. Unique design features set a street or segment of a street apart, creating an environment for economic vitality and innovation. Application of place-making design elements occurs in conjunction with planned land uses and in coordination with community partners.

Goal: TR-1, Promote a Sense of Place

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

Policy: TR-1.1, Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.



The language here has been reworded slightly for clarity.

Policy: TR-1.2, Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Policy: TR 1.3, **Effective and Enhanced Public Outreach**

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them.

Providing Transportation Choices

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles.

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. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

Goal: TR-2, Provide Transportation choices

Meet mobility needs by providing facilities for transportation options including walking, bicycling, public transportation, private vehicles and other choices.

Policy: TR-2.1, Transportation Network for All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout all four seasons. Users include people walking, bicycling, rolling with assistive devices, and taking the bus, as well as persons of all ages and abilities. Users also include freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Bicycle Master Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Policy: TR-2.2, Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

Policy: TR-2.3, Coordination for Walking, Bicycling and Rolling

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

Accommodating Access to Daily Needs

Land use type, mix, intensity, and distribution greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.

Goal: TR-3, Accommodate Access to daily Needs and Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

Policy: TR-3.1, Transportation Level-Of-Service

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes. The City of Spokane's transportation level of service standards 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. These level of service standards apply to all modes—vehicle, transit, bicycle, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles, potentially leading to increased congestion, is permitted in center and corridor areas where growth is being encouraged and where multimodal transportation choices exist. Reducing level of service in these areas has several benefits. Lowering the



Language Policy 2.3 was rewritten in order to encompass a variety of assistive devices.

vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-private vehicle modes of transportation in these areas is expected to balance overall transportation needs.

Policy: TR-3.2, 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

Promoting Economic Opportunity

The city acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multi-modal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

Goal: TR-4, Promote Economic Opportunity

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

Policy: TR-4.1, Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

Policy: TR-4.2, Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Policy: TR-4.3, Moving Freight

Identify 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.

Respecting Natural and Community Assets

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context-appropriate landscaping and beautification of transportation facilities and improving health and safety for all.

Goal: TR-5, 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..

Policy: TR-5.1, Interconnected Multi-modal Networks

Enhance first-mile and last-mile connectivity from local walking, bicycling and rolling networks to local and regional public transit service.

Policy: TR-5.2, Continuous Transportation Routes

Ensure continuous connectivity for multiple transportation options between neighborhoods, activity centers and areas with high concentrations of businesses and services..

Enhancing Public Health and Safety

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. 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.

Spokane will seek to improve safety using supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and



Policies 5.1 and 5.2 are policies added to call out continuous connectivity for transportation routes.

Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

Goal: TR-6, Enhance Public Health and Safety

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

Policy: TR-6.1, Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

Policy: TR-6.2, Eliminate Serious and Fatal Injuries

Eliminate Serious and Fatal Injuries – Achieve zero fatalities by the year 2036 in accordance with the Spokane Vision Zero Safety Action Plan and Vision Zero Resolution.

Policy: TR-6.3, Transportation Options for Vulnerable Road Users

Ensure the roadway network prioritizes the safety of the most vulnerable road users traveling by foot, bicycle and other adaptive or assistive devices.

Policy: TR-6.4, Safe & Healthy Community Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement

Policy: TR-6.5, Law Enforcement & Emergency Management

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

Maximizing Benefits with Integration

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a



Policy 6.2 is a new policy added to conform with Spokane Vision Zero Safety Action Plan and Vision Zero Resolution



Policy 6.3 is a new policy added to conform with recent legislation (HBI181)



The language here has been reworded slightly for clarity.

central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The City recognizes that:

- Street repair needs are perpetual, and ongoing investment is critical to maintain our system.
- The City prioritizes projects using an integrated approach that considers all needs in the right of way.
- The City uses a pay-as-you-go approach in maintaining streets.

The City focuses particularly on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits

The intent is to upgrade the arterial roadway system to an average of "good" condition and maintain them there. Work includes everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, are dedicated to repairs on residential and other non-arterial streets, and pedestrian improvements.

Spokane emphasizes investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the city by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the city will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

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, Prioritize & Integrate Investments

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

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.

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.

Achieving Climate Goals

Goal: TR-8, Achieve Climate Goals

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

Policy: TR-8.1, 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-8.2, Parking

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

Policy: TR-8.3, Set and Monitor Targets for Vehicle Miles Traveled (VMT)

In alignment with regional and state goals and policies, establish functional performance measures for monitoring Vehicle Miles Traveled and carry out regular monitoring to ensure progress toward established goals.

Policy: TR-8.4, 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-8.5, Ensure the local transportation system can withstand and recover quickly from the impacts of extreme weather events and other hazards posed by climate change.

Incorporate hydrologic climate impacts into bridge design, reduce stormwater impacts from transportation projects, and enhance pathways by assessing climate hazards.

Policy: TR-8.6, Expand zero emission vehicle infrastructure.

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 electric vehicles.



Goal 8 and policies 8.3, 8.4, 8.5 and 8.6 are new, added to accommodate some of the comments received in ongoing engagement and as a result of efforts like the Climate & Resiliency work.

Achieving Context-Sensitive Design

Goal: TR-9, 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-9.1, Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

Policy: TR-9.2, 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.

Ensuring Sufficient Funding

Goal: TR-10, Ensure Sufficient Funding

Undertake strategic planning and seek out innovative funding initiatives to support infrastructure investments that align with Transportation element goals while supporting corresponding increases in operations and maintenance staff, equipment and resources.

Policy: TR-10.1, Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

Policy: TR-10.2, Funding Sources

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.



Goal 9 is a new goal to support City and State Complete Streets policies.



This is a new goal to encourage seeking out funding initiatives to support ongoing maintenance of infrastructure investments.



Policy 10.2 is a new policy, identified in community engagement summaries

POLICIES REMOVED FROM THE TEXT:

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

Policy : TR10, Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.



This policy was removed
redundant with policy TR3.2
and TR2.1

