

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

**MEETING OF MONDAY, FEBRUARY 9, 2026  
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 Monday, February 9, 2026, in the City Hall 3<sup>rd</sup> 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**

  
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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](mailto: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

2026-01-28

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# Spokane Plan Commission Chapter Review Subcommittee Agenda

Special Meeting

Monday, February 09, 2026

12:30 PM

Hybrid – City Hall 3<sup>rd</sup> 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, Lauren Pangborn, Dylan Jouliot

**Virtual Meeting Link - See Next Page for Information**

**TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

## Subcommittee Briefing Session:

12:30 – 12:40	1. Roll Call 2. Introduction 3. Approval of current agenda	Planning Staff Colin Quinn-Hurst All
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## Agenda:

12:40 – 2:00	1. <a href="#">Transportation Element</a>	Colin Quinn-Hurst
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\*Items denoted with an asterisk may include final action taken by the Subcommittee. Written public comments will be accepted at [planspokane@spokanecity.org](mailto: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

Monday, February 09, 2026

Plan Commission Chapter Review 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](#)**

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Passcode: r7WM7xB2

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Tenant key: [cityofspokane@m.webex.com](mailto:cityofspokane@m.webex.com)

Video ID: 119 589 878 2

[More info](#)

**Dial in by phone**

[+1 323-618-1887,,989682067#](tel:+13236181887) United States, Los Angeles

[Find a local number](#)

Phone conference ID: 989 682 067#

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](mailto: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 meetings will be recorded and are available online.**

**BRIEFING PAPER: Comprehensive Plan Periodic Update – Chapter 4: Transportation  
Transportation Chapter Review Subcommittee  
Plan Commission  
2/9/2026**

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**Subject:**

The sub-committee will review a revised draft update 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 February 9 meeting of the Plan Commission/Transportation Commission Chapter Review Sub-committee, the group will discuss a revised updated draft of Chapter 4: Transportation, with updates made since the December 10 Plan Commission discussion.

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 (GHG) emissions
  - o Strategies for reducing vehicle miles traveled (VMT)
  - o Incorporating climate resilience strategies
  - 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 March of 2026, for adoption by City Council by June of 2026.

# 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](http://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 sidebar.

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 might impact this language in the future.



Racially Disparate Impact 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 20<sup>th</sup> 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 TR-14: 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 (HB1181)

**Policy:** TR-1.4, Design for Community Safety

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



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

**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 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.

**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.

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 TRGoal 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.*

**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.*

**Policy:** TR-3.5, Active Transportation Project Selection

*Identify high-priority active transportation projects to carry on 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.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. 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 TR4 is a revision of former TRGoal C  
Accommodate Access to Daily Needs and Priority Destinations.



Policy4.1 is a new policy, using policy-level language from former TRGoal C



Policy4.2 is a new policy, created from policy-level language in the former TR Goal C



Policy4.3 is a new policy created from former Policy TR 7: Neighborhood Access, which emphasized access to transit stops.



Former Policy TR 7: Neighborhood Access, was moved to align with Goal TR4 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.*



Policy4.5 is a new policy, developed from policy language in the "Intent" section of former TRGoal C



Policy4.6 is a new policy developed from policy language in the "Intent" section of former TRGoal C



Goal 5 is 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 TR5



Policy5.2 is a new policy, with language from former policy TR3



Policy5.3 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 5.4 is a new policy with language from former policy TR3

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

**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.*



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

- *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

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.*



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.

**Policy:** TR-6.2, Commercial Center Access

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



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.

**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.*



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

**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 6.4 is a new policy

**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.*



Policy 6.4 is a new policy.  
Cross-reference to

## 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 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 Paving 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.*



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.

## 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.*



Goal 8 is new



Policy TR8.1 is new



Policy TR8.2 is new



Policy TR8.3 is new

**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, Balance 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.*

## 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 Washington 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 added to 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

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 9.7 is a new policy



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 10.3 is a new policy

**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.*



Policy 10.4 is a new policy

## 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.*



Goal 11 is a new goal

**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.*



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:** 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 11.2 is a new policy

**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.*



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*



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

**Policy:** TR-12, Prioritize & Integrate Investments

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



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

**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.*



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

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