

Chapter 4: Transportation

Comprehensive Plan Periodic Update

Wednesday September 17, 2025
City of Spokane Transportation Commission



PLAN **SPOKANE**

Resilient | Connected | Livable | 2046

Comprehensive Plan - 20 Year Vision for Spokane



Functional and Strategic Plans - Define How to Implement the Vision



Implementation of the Vision



Transportation Element Components

- Vision
- Goals
- Policies

Standard Components

- Modal Elements and Maps
- **Project Lists**
- **Implementation Documents**

*Additional
Requirements*



Chapter 4: Transportation - 2017



Chapter 4

Transportation

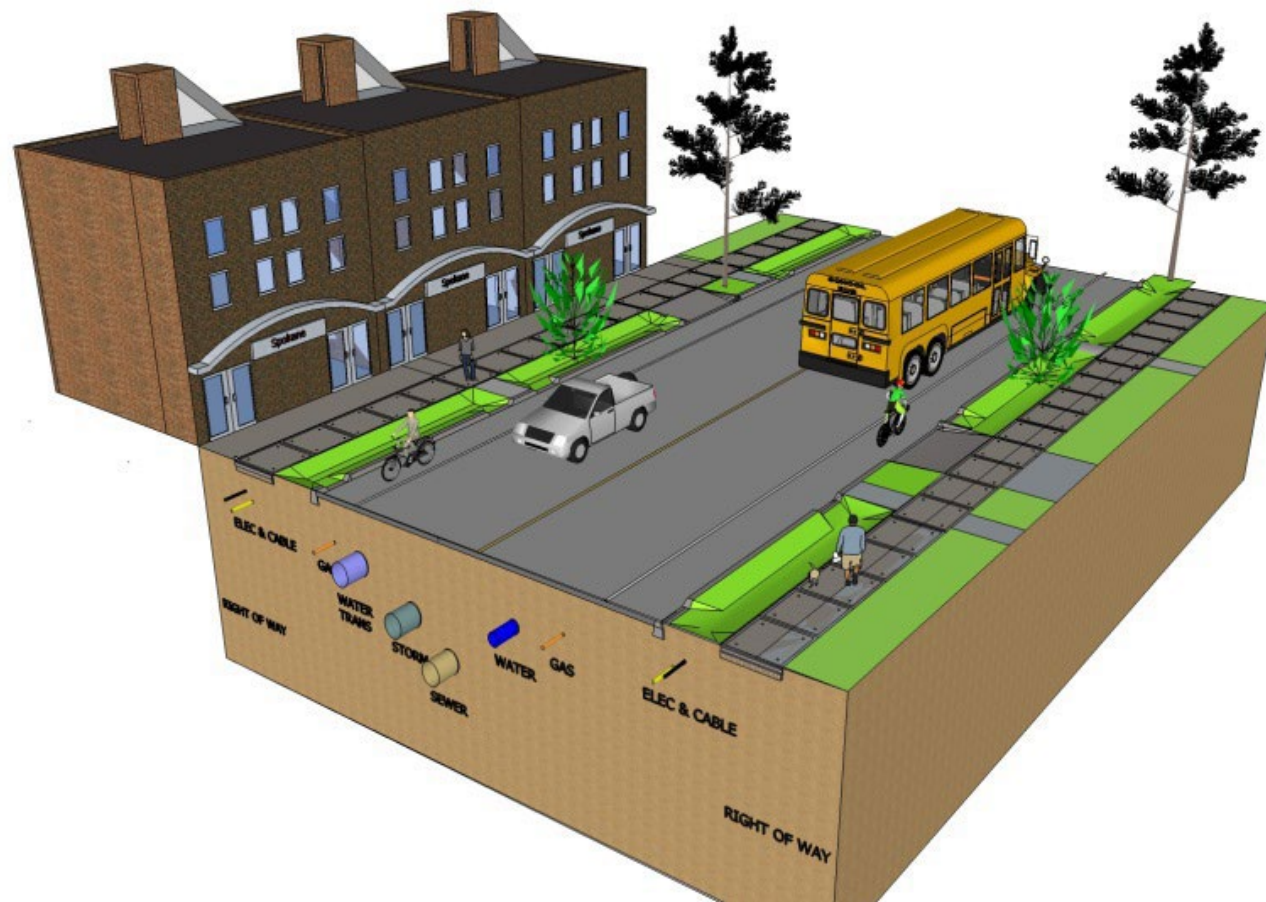
Livable Streets

- Match street design to the adjacent land use.
- Enhance neighborhood livability and mobility.
- Livable streets are:
 - safe and convenient for all users
 - economically active in centers and along corridors
 - designed for live, work, play, and
 - multi-purpose and multi-functional

Integration

- Leverage transportation investments to meet multiple objectives
- Ex. new stormwater systems combined with transportation projects, permeable bike lanes, separated sidewalks, improvements in Combined Sewer Overflow systems.

Chapter 4: Transportation - 2017



Integration

"Under an integrated approach, the city considers all the work that needs to be done along a street—above and below ground—and works to integrate all needs into a single project that is more efficient and affordable and best serves the surrounding land uses."

VISION

“In the future, Spokane will have a **robust, well-maintained, and multi-modal** transportation system that:

- provides **safe and efficient mobility for all,**
- supports **economic vitality,** and
- fosters a **healthy, livable** environment.”

VISION - ELABORATIONS

A **robust** transportation system:

“Accommodates affordable travel options, allowing people to spend their money on other things.”

“Creates a safe citywide network that eliminates serious and fatal injuries on the transportation network.”

“Supports vibrant communities generating economic vitality and social activity throughout neighborhoods and downtown.”



TR Goal 1: Promoting 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.

POLICIES

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.

TR 1.2 – **Neighborhood Access** - Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

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.



TR Goal 2

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

POLICIES

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 the four seasons.

TR 2.2 – Active Transportation - Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

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.



TR Goal 3: Accommodating Access to Daily Needs

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

POLICIES

TR 3.1 – Transportation Level-Of-Service (LOS) - Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

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.



TR Goal 4: Promoting Economic Opportunity

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

POLICIES

TR 4.1 – Promote Economic Opportunity - Develop “Great Streets” that enhance commerce and attract jobs.

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.

TR 4.3 – Moving Freight - Identify a freight network that respects needs of businesses as well as neighborhoods.



TR Goal 5: Respecting 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.

POLICIES

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.

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.



TR Goal 6: Enhancing 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.

POLICIES

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.

TR 6.2 – 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.

TR 6.3 – Transportation Options for Vulnerable Road Users – Ensure the roadway network prioritizes the safety of the most vulnerable road users.

TR 6.4 – Safe & Healthy Community Promotion - Promote healthy communities by providing a transportation system that protects and improves environmental quality.



TR Goal 7: Maximizing Benefits with Integration

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.

POLICIES

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.

TR 6.2 – 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.

TR 6.3 – Transportation Options for Vulnerable Road Users – Ensure the roadway network prioritizes the safety of the most vulnerable road users.

TR 6.4 – Safe & Healthy Community Promotion - Promote healthy communities by providing a transportation system that protects and improves environmental quality.



TR Goal 8: Achieving 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.

POLICIES

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.

TR 8.2 – Parking - Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

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.

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.



TR Goal 9: Achieving 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.

POLICIES

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.

TR 9.2 – Infrastructure Design



TR Goal 10: Ensuring 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.

POLICIES

TR 10.1 – Transportation System Efficiency & Innovation - Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

TR 10.2 – 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.

TR 10.3 – 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.



Spokane Climate Risk and Vulnerability Assessment

<https://my.spokanecity.org/planspokane/climate-planning/>

Steps to Integrate Climate into Comprehensive Plan



Updated: July 1, 2025



PLAN **SPOKANE**

Resilient | Connected | Livable | 2046



Next steps

TASK	TIMING
Chapter Updates and Edits Transportation Commission Check-Ins	August to November 2025
Present draft to to Transportation Commission & Plan Commission	November to December 2025
Incorporate into Comp Plan draft	January 2026

How to Be Engaged



[*PlanSpokane.org*](https://PlanSpokane.org)



[*PlanSpokane@spokanecity.org*](mailto:PlanSpokane@spokanecity.org)



[*ClimatePlanning@spokanecity.org*](mailto:ClimatePlanning@spokanecity.org)



PlanSpokane Monthly Newsletter

