



TRANSPORTATION & LAND USE

Co-Benefits



Offers significant opportunities for GHG reduction and improves air and water quality.



Reduces costs for residents and keeps more dollars in our local economy while creating greater energy independence.



Improves health outcomes by reducing air and water borne particulates, especially for vulnerable populations. Offers both physical and mental health benefits.



Provides more options for housing and transportation at all income levels and improves transportation safety for people of all ages and abilities can participate.

SDG Alignment





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We envision a Spokane that preserves land at the edges of the city and promotes livable neighborhoods for people of all backgrounds and means. We accomplish this by creating a set of land use strategies for the City of Spokane that minimize negative impacts on the environment while promoting equity by promoting development that:

- encourages diverse housing opportunities in all neighborhoods and for all income levels
- promotes walkable neighborhoods
- preserves and expands green spaces
- supports all modes of transportation with special consideration for sustainable modes
- reduces the financial burden of maintaining city-owned infrastructure



Sector Level GHG Targets: Transportation & Land Use

Vehicle Type	2016 Baseline		2030 Reduction Target 45% & 948,958 MT		2040 Reduction Target 70% & 1,476,155 MT		2050 Reduction Target 95% & 2,003,356 MT	
	Metric Tons CO ₂ e	Percent of Total	Metric Tons CO ₂ e	Percent Reduction	Metric Tons CO ₂ e	Percent Reduction	Metric Tons CO ₂ e	Percent Reduction
Passenger, light duty truck, motorcycle	600,227	28%	300,114	50%	60,227	90%	0	100%
City Fleet (also included above)	10,070	.5%	5,035	50%	2,517	75%	0	100%

Comprehensive Plan Alignment

Chapter 3: Land Use

- LU 1: Citywide Land Use
- LU 3: Efficient Land Use
- LU 4: Transportation
- LU 8: Urban Growth Area
- LU 10: Joint Planning

Chapter 4: Transportation (most sections)

Chapter 6: Housing

- H 1: Housing Choice & Diversity
- H 2: Housing Quality

Chapter 7: Economic Development

- ED 1: Cooperative Partnerships
- ED 2: Land Availability for Economic Development

ED 6: Infrastructure

ED 8: Quality of Life and the Environment

Chapter 10: Social Health

SH 8: Food Access & Security

Chapter 12: Parks and Recreation

PRS 3: Bicycle and Pedestrian Circulation

▶ Action in-progress

▶ Action complete

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GOAL 1. Encourage land use policies that support walkable, livable, sustainable communities for all

Strategy 1. Advance land use planning to minimize vehicle miles traveled (VMT)

Priority Actions	
TL 1.1	Increase the supply of attainable housing in proximity to employment opportunities, activity centers and the high-frequency transit network
TL 1.2	Review and revise parking requirements for all types of development, including provisions and credit for bike parking
TL 1.3	Ensure new developments and major redevelopments maintain and enhance connectivity of the pedestrian, bicycle, and street networks
TL 1.4	Increase parking lot tree coverage requirements (alt: solar panel)
TL 1.5	Create and implement bicycle parking plan
TL 1.6	Facilitate mixed use development by allowing appropriately scaled commercial and multi-family use in residential zones to promote active transportation and provide varied housing options as identified in the 2021 Housing Action Plan
TL 1.7	Prioritize development of people-centered neighborhoods that promote safe walking, biking, and transit, i.e. 15-minute neighborhoods
TL 1.8	Identify commercial areas where it is appropriate to limit or restrict automobiles and prioritize walking, biking, and micromobility
TL 1.9	Encourage transit-oriented development (TOD) in City planning
TL 1.10	Build awareness on how density and effective land use help meet sustainability goals

Strategy 2. Encourage sustainable land use that promotes varied housing options and infill development

Priority Actions	
TL 2.1	Revise land use and zoning regulations to allow a variety of housing types in every neighborhood
TL 2.2	Adopt accessory dwelling unit (ADU) reform to encourage more of this housing type
TL 2.3	Audit City development code to identify and eliminate constraints and conditions to promote varied housing and infill development
TL 2.4	Revise land use and zoning to allow increased density in residential zones around high-frequency transit corridors
TL 2.5	Reduce required parcel sizes in new developments to increase density in new construction. Encourage clustered development on appropriate sites.
TL 2.6	Eliminate financial incentives for low-intensity development (i.e., surface parking)

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GOAL 2. Reduce motor vehicle miles traveled (VMT) and promote active transportation modes

Strategy 3. Increase transit ridership

Priority Actions

TL 3.1	Partner with STA on their long-term planning and sustainability goals to increase frequency, coverage, and operational hours
▶ TL 3.2	Lobby for transit funding at the State and Federal Level
TL 3.3	Support STA efforts to continue upgrading bus stops and include more amenities such as shelters
TL 3.4	Work with regional partners to expand reduced and free fare programs
▶ TL 3.5	Continue to support transit-oriented development around high frequency transit lines

Strategy 4. Increase adoption of walking, cycling, and micromobility

Priority Actions

TL 4.1	Ensure that the City bicycle and pedestrian plans are updated or revised to best support VMT reduction and sustainable transportation options. Support full implementation of these plans.
TL 4.2	Build out bike network according to Bike Master Plan
TL 4.3	Plan and buildout an all ages and abilities network of neighborhood greenways, shared use paths, and protected bike lanes
TL 4.4	Plan and prioritize construction of downtown protected "micromobility" lanes
TL 4.5	Develop and implement requirements for bicycle detours as part of all City street projects
TL 4.6	Make automatic pedestrian recall the default operation at controlled intersections
TL 4.7	Prioritize walking, biking, and multimodal transportation in budgeting and local, state, and federal funding requests
TL 4.8	Identify commercial areas where it is appropriate to limit or restrict automobiles and prioritize people walking, biking, and using other forms of micromobility
TL 4.9	Ensure bike lanes and sidewalks are properly maintained including snow and debris removal throughout the year and prioritizing repairs as required



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Strategy 5. Improve transportation safety

Priority Actions	
TL 5.1	Install marked or signalized crosswalks at bus stops on arterial streets where appropriate
TL 5.2	Identify funding and continue supporting Safe Routes to School programs and related campaigns
TL 5.3	Adopt Vision Zero framework to reduce fatalities and severe injuries and join national Vision Zero network
TL 5.4	Adopt protected bike lane policy for high traffic areas
TL 5.5	Operationalize objectives in City's Traffic Calming Program
TL 5.6	Prioritize Transportation Systems Management Operations (TSMO) strategies before expanding transportation infrastructure
TL 5.7	Promote awareness on Washington cycling rules to both people who bike and people who drive (i.e. Idaho stop)

Strategy 6. Support existing & new programs to reduce VMT

Priority Actions	
TL 6.1	Work with regional partners to enhance and promote the commute trip reduction (CTR) program
TL 6.2	Work with employers to encourage telecommuting, video-conferencing, and active transportation as part of their CTR plans
TL 6.3	Apply per-ride tax to ride hailing apps, put into fund for active transportation projects
TL 6.4	Promote e-bike adoption by working with private sector, state, and federal governments to provide incentives

This is an aerial view of a two-way protected cycle track demonstration on Spokane Falls Boulevard in the fall of 2019. Pop-up demonstrations like this one are a low-cost tool for testing safer bicycle and pedestrian infrastructure before investing in larger street renovation projects.

Protected bike lanes make cycling safer and more attractive for people of all ages and abilities.



Photo Credit: Spencer Gardner

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GOAL 3. Advance alternative and low carbon fuel in regional transportation

Strategy 7. Increase adoption rate of Zero Emission Vehicles (ZEVs) including electric bicycles

Priority Actions

▶ TL 7.1	Work with regional partners to implement Avista's regional Transportation Electrification (TE) Plan
▶ TL 7.2	Plan and implement conversion of City fleet vehicles to carbon-negative, carbon neutral, and low-carbon alternatives; by at least 50% by 2030; 75% by 2040 with a goal of reducing fleet well-to-wheel emissions to zero by 2050
▶ TL 7.3	Support regional education efforts including the launch of a regional Transportation Electrification Experience Center
▶ TL 7.4	Support State & Federal Clean Fuel and ZEV legislation
TL 7.5	Encourage ride-share companies to adopt ZEV fleets
TL 7.6	Include e-bikes in subsidy and trade-in programs
TL 7.7	Encourage mode shift of freight, last mile delivery, and city fleet to bikes or electric bikes/cargo bikes or non-emitting vehicles, including autonomous vehicles (AV) where feasible
TL 7.8	Evaluate and update City code to encourage electric vehicle charging infrastructure in new development
▶ TL 7.9	Establish electric vehicle charging criteria for installing chargers in the public right of way and launch a residential curbside electric charging project to promote EV charging infrastructure in all neighborhoods

GOAL 4. Integrate Sustainability Action Plan goals, strategies, and actions into City planning

Strategy 8. Update comprehensive plan to incorporate climate action and updated sustainability goals

Priority Actions

▶ TL 8.1	Audit the Comprehensive Plan to align SAP policies to existing policies and programs and to identify gaps in order to update the Comp Plan with sustainability & climate goals
TL 8.2	Bring forward amendments to the comprehensive plan during the annual update cycle where opportunities exist to integrate sustainability into comprehensive plan goals, policies and discussions prior to the 2026 major update
TL 8.3	Ensure SAS is a stakeholder in the 2026 Comp Plan major update process
TL 8.4	Reassess centers and corridors for new opportunities to encourage more sustainable land use
TL 8.5	Review and update City code to preserve urban forest and mitigate urban heat island impacts

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Strategy 9. Ensure the City's process for approving development and service extensions addresses and prevents negative impacts to prime agricultural lands, critical wildlife habitats, and other natural areas in and around the city

Priority Actions

▶ TL 9.1	Work with regional stakeholders to develop and maintain an inventory and GIS database of the county's natural, critical, and endangered lands based upon their value to human and biotic communities. This data, updated yearly, will be consulted when making planning and service decisions
TL 9.2	Review land use planning and zoning policies that protect natural resources within City owned properties and revise, if necessary, to prioritize undeveloped natural areas.
TL 9.3	Work with regional partners to explore strategies and develop a plan to preserve urban farmland throughout the county
▶ TL 9.4	Review and update as necessary the City's water retail amendment process to prevent loss of critical wildlife habitat areas, wetlands, working farms, and prime agricultural lands (same as WR 6.5)
TL 9.5	Partner with regional jurisdictions, businesses, and community-based organizations to preserve prime agricultural lands, critical wildlife habitats, working farms, and other natural areas both inside and outside city boundaries



Left: A Spokane-style directional chevron. Designed by Emeline Gardner for the 2019 Spokane in Motion bicycle "popup" event. This prototype became a permanent stencil a year later.

