

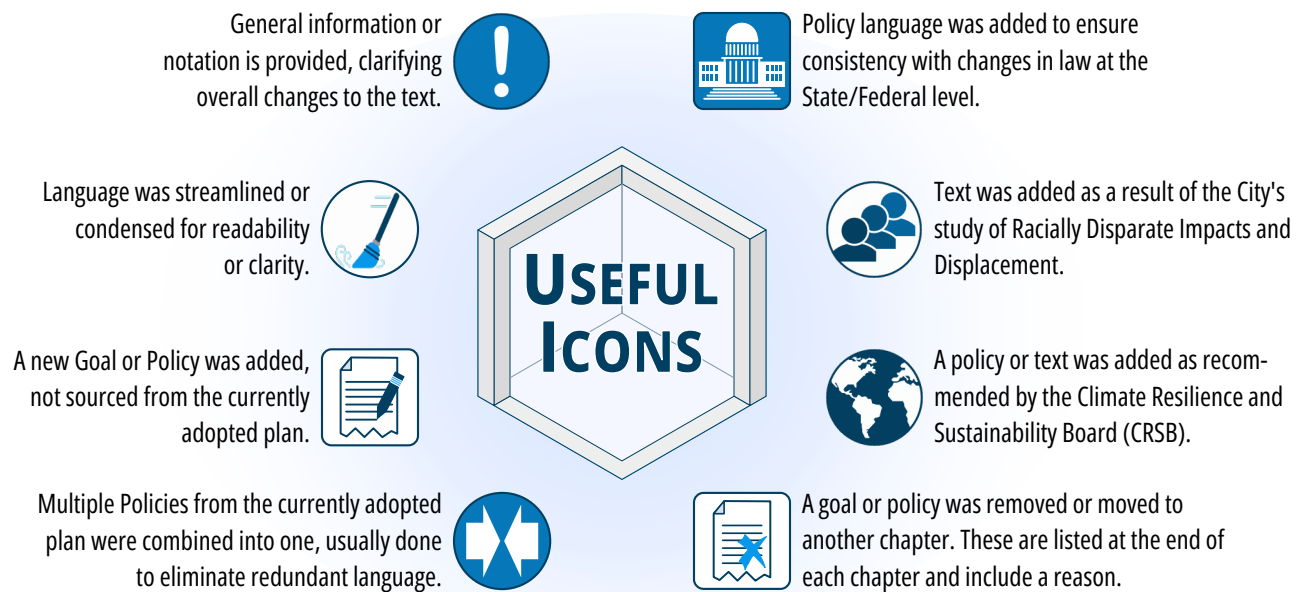


The chapter you see here is the result of months of work by countless individuals throughout the community. It represents a combination of inputs generously provided by the public, Plan Commission, City Council, and many others. This updated chapter will eventually be considered by the Plan Commission and City Council for inclusion in [PlanSpokane 2046](#).

Our teams have worked hard to create these updated chapters. Each has been discussed at the Plan Commission, by various Plan Commission subcommittees, with City Council in general, and shared with the public at various points along the way. These chapters represent the efforts of many, helping to describe the policy and guidance the Comprehensive Plan can provide in each topic area.

Please note this version supersedes any previously published versions, including the release of many chapters last October. All prior versions should be considered out-of-date from this point on.

As with prior versions, this chapter includes the basic text, but might not match the visual look and format of the final document (we're still working on that). To help readers identify where updated language has been provided, a series of icons are shown at right along the way. These aren't part of the final document--they're provided to help readers understand where certain changes may have come from, where past policies have been combined, etc. A guide to those icons is provided below. Each chapter will use the same set of icons for consistency.



### What's Next for PlanSpokane?

Because this is the first complete view of some chapters (e.g. Growth Strategy, Transportation, Capital Facilities), we anticipate one more release of updated chapters and maps later this summer. After that, Plan Commission will likely hold a hearing to consider the overall document. We'd love to hear from you along the way.

If you have any comments on the chapters, please engage with us at <http://planspokane.org> or by email at [planspokane@spokanecity.org](mailto:planspokane@spokanecity.org). All comments are considered and each will be provided to the Plan Commission and City Council for their consideration prior to any hearings on the proposed document.

## Chapter 4: 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 20 years to carry out 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 connected networks for active transportation, and facilities designed for safety for all users, whether walking, bicycling, rolling with an adaptive device, taking transit, or driving. Investments will continue anticipating and adapting to emerging technologies, while prioritizing maintenance and upgrades of existing facilities and corridors over new construction. Completion of the highway network and the North Spokane Corridor within the horizon of this Comprehensive Plan update also allows Spokane to focus on investing in major local roadways, such as the Division Street corridor, to support community goals such as livability, connectivity and economic development.

In achieving this vision, Spokane benefits from a connected grid of streetcar-era streets built during decades of robust development at the turn of the 20<sup>th</sup> century. The spines of Spokane's historic streetcar system create opportunities for re-establishing multi-modal connections between neighborhoods, business districts, services, and amenities. This approach aligns with the 20-year vision and growth strategy of PlanSpokane 2046, which focuses growth towards locations with high potential for increased accessibility made possible by existing and planned transportation investments.

Achieving this vision relies on coordination among 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. This collaboration between partners ensures efficient investments that meet the



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.



transportation needs of current and future residents, employees, businesses, and visitors.

The following priorities inform each of the transportation goals and related policies.

### **Enhancing Safety and Public Health**

The City of Spokane promotes healthy communities 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. The City will 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. The City will 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 that disproportionately impact the environmental and human health of underserved neighborhoods and vulnerable populations.

### **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



The Transportation Chapter was reorganized since the May 2026 draft release, putting the themes of the Chapter at the beginning rather than around the associated Goals, reflecting the organization of the other Chapters. This provides readers a holistic view of the Chapter prior to getting to the Goals and Policies.

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 collaboration with community partners.

### **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 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.

### **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 treating streets primarily as places for people rather than spaces for vehicles.

When land uses are planned in a way that reduces the distance between homes, workplaces, and daily needs and are coordinated with appropriate transportation investments, the City can support highly connected neighborhoods with easy access to destinations. Supporting this connectivity involves prioritizing connections that make it possible to accomplish daily needs within a short walk, bike, roll, transit trip, or drive.

### **Setting Transportation Level-of-Service**

Level-of-Service (LOS) 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 20 years.

### **Promoting Economic Opportunity**

Public right-of-way is one of the most valuable assets owned and controlled by the local government. 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.

### **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.

Street repair requires perpetual investment 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, integrating work leverages every investment to generate maximum public benefit.

### **Ensuring Sustainable Funding for Operations and Maintenance**

Successful operation and maintenance of new capital transportation infrastructure depend 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. The City should reduce unnecessary roadway and intersection expansion to reduce future maintenance costs associated with paving and maintenance operations.

### **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.

## 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.

## Achieving Context-Sensitive Design

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

## Goals and Policies

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

### **Goal:** 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 safe 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 proactive and ongoing assessment of traffic safety data and conditions, using proactive analysis to anticipate locations posing safety challenges. Use this analysis to support prioritization of safety as the primary factor in infrastructure design and enable 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, and produce new planning documents as needed and according best practices, 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 proactively identify major safety challenges at arterials streets and recommend appropriate safety treatments.*



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

*Support community safety through design of transportation infrastructure features including shelter, lighting, street furniture, and access to the adjacent built environment, enhancing safety for walking, bicycling, rolling, accessing transit, parking, and driving.*

**Policy:** TR-1.5, Prioritize Vulnerable Road Users

*Ensure the roadway network prioritizes the safety of the most vulnerable road users first according to risk of serious injury or death on the City's transportation network. Prioritize walking or rolling with assistive or adaptive devices, followed by bicycling or using other non-vehicular mobility devices, followed by public transit, followed by driving motor vehicles.*

**Policy:** TR-1.6, Safe and 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. Prioritize targeted campaigns that reach residents at critical times when an intervention will be most successful, such as during special events, seasonal changes, start of the school year, moving within Spokane to a new neighborhood, moving to Spokane from another location, or other times requiring decisions around travel behavior. Similarly, target specific travel patterns with the highest degree of success, such as daily travel to work or school, or daily travel within a targeted neighborhood or district. Partner with other agencies to implement innovative and effective outreach campaigns that combine engineering, education, and evaluation, and are culturally responsive and linguistically accessible.*

**Policy:** TR-1.7, Law Enforcement and Emergency Management

*Partner with law enforcement and foster new partnerships between departments and agencies to bolster enforcement efforts that protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs. Strategically integrate features for multiple travel modes on designated, planned, or potential evacuation routes to enhance options and redundancy within the evacuation network. Continue expanding proven enforcement strategies, such as the use of speed cameras and self-enforcing design features such as traffic calming investments.*

**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 their community, both while traveling within neighborhoods and while traveling between different parts of the city.*



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



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



Former Policy TR 21: Safe & Healthy Community Education & Promotion Campaigns, was moved to align with Goal TR-1 and renumbered as TR-1.6.



Language around considering cultural responsiveness and accessibility added based on an Environmental Justice Review of the Transportation Chapter.



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

**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 Urban Hubs. Coordinate investments with anti-displacement strategies and affordable housing policies while focusing investments in previously marginalized or under-served areas of the city.*

**Policy:** TR-2.2, Effective Community Engagement

*Seek community input to address potential impacts of transportation projects on people accessing gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community destinations. Prioritize the input of community partners, including Neighborhood Councils and Community-Based Organizations, and leaders representing gathering places, destinations, and community bodies, as well as residents and regular users of affected facilities. Provide language access to solicit culturally responsive and representative community input. Establish clear engagement goals and ensure that outreach content and methods align with established goals. Use associated 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.*

**Policy:** TR-2.4, 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 and access. Improve livability by encouraging landscaping and natural features on transportation facilities in targeted areas to support the safety and health of the community.*

**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, rolling with assistive devices, accessing public transportation, driving private vehicles, and using other options and mobility devices.*



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



Language around coordinating investments with anti-displacement strategies added based on an Environmental Justice Review of the Transportation Chapter.



Former Policy TR 23: 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. Direct reference to Neighborhood Councils and Community-Based Organizations added based on public engagement and feedback.



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



Policy 2.4 is a new policy, that combines language from former TR Goal E: Respect Natural & Community Assets, and former TR Goal F: Enhance public Health and Safety. Reference to access added based on community feedback.





**Policy:** TR-3.1, Design and Build Transportation Options for All Users

*Design the transportation system to provide a complete transportation network in line with the Complete Streets Ordinance, ensuring equitable distribution of innovation, access, choice, and options for all users. Users include people walking, rolling with assistive devices, bicycling, people accessing transit, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Ensure designs anticipate long-term, four-season maintenance strategies and programs.*

**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 (LOS) standards outlined in the Bicycle Master Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map, safe systems plans, and any other adopted plans and standards that come into existence.*

**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 that make priority transportation modes competitive in terms of travel time, comfort, and accessibility. Provide roads and pathways designed, operated, and maintained to accommodate and promote safe and convenient travel for all users and all modes, appropriate to the context and goal of each facility. Standardize design details for infrastructure features important to all travel modes. Adopt design standards providing project-level interpretation of the goals, policies, and project maps provided in the Comprehensive Plan and Transportation Chapter.*

**Policy:** TR-3.4, Limit Exceptions to Street Standards

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

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

*Identify high-priority active transportation projects that complete and upgrade priority active transportation networks. Focus on delivery of projects that contribute to a connected and complete priority active transportation network.*

**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.*



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



Policy 3.2 is a new policy



Policy 3.3 is a new policy



Policy 3.4 is a new policy



Former Policy TR 5: Active Transportation, was moved to align with Goal TR-3 and renumbered as TR-3.5.



Goal TR-4 is a revision of former TR Goal C: Accommodate Access to Daily Needs and Priority 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 multi-modal 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 and 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.*

**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.*

**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 (LOS) standards that align optimal transportation choices with desired growth patterns.*

**Policy:** TR-5.2, Multi-modal Level of Service Standards

*Apply Level-of-Service (LOS) standards to all modes—including walking, bicycling, rolling, accessing transit, and driving. Continue to upgrade assessment and mitigation for active transportation and other multimodal transportation options in concurrency programs. Maintain LOS standards*



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



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



Policy 4.3 is a new policy created from former Policy TR 7: Neighborhood Access, which emphasized access to transit stops.



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



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



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



Goal 5 is new, added to expand on former policy TR 3 Transportation Level-of-Service.



Former Policy TR 3: Transportation Level-of-Service (LOS), has been renumbered TR 5.1, renamed “Aligning Transportation Choices and Growth”, and moved to align with new Goal TR-5



Policy 5.2 is a new policy with language from former policy TR 3

*for walking, bicycling, and rolling while detours are in place. Establish and maintain LOS standards for clearance of facilities through four seasons.*

**Policy:** TR-5.3, Targeted Level-of-Service Standards.

*Support differentiation in Level-of-Service (LOS) standards 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 can 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 LOS standards are defined in the Modal Elements appendix to this Chapter, matching standards with areas of the city targeted for different levels of growth.*

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

*To encourage development in desired areas, permit reduced Level-of-Service (LOS) 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 LOS in these areas can reduce the cost of the infrastructure required to serve these areas by reducing costs associated with excessive roadway and intersection expansion as well as ongoing resurfacing and maintenance.*

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

*Lower vehicle Level-of-Service (LOS) in focused growth areas to achieve lower vehicle speeds, consistent with the goals of these focused growth areas. Deliver corresponding increases in the availability of multiple transportation options in these areas to balance overall transportation needs.*

**Policy:** TR-5.6, Concurrency

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

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



Policy 5.3 is a new policy, with language from former policy TR 3



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



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



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

- *The City shall perform a concurrency test for non-motorized transportation on an annual basis at the end of construction season.*

**Goal:** TR-6, Promote Economic Opportunity

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

**Policy:** TR-6.1, Promote Economic Exchange

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

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

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

**Policy:** TR-6.3, Move Freight

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

**Policy:** TR-6.4, Use Public Right-of-Way Improvements to Catalyze Private Investment

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

**Policy:** TR-6.5, Drive Economic Development

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

**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.*



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



Former Policy TR 6: Commercial Center Access, was moved to align with Goal TR-6 and renumbered as TR-6.2.



Language was reworded slightly for clarity.



Former Policy TR 8: Moving Freight, was moved to align with Goal TR-6 and renumbered as TR-6.3.



Policy 6.4 is a new policy.



Policy 6.5 is a new policy.

**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.*

**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.*

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

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

**Policy:** TR-8.1, Ensure Sustainable Funding

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

**Policy:** TR-8.2, Funding for Maintenance

*Balance increases in capacity and capital infrastructure with corresponding increases in maintenance and operational funding. Prioritize maintenance of what is already built, focusing funding on preservation of existing roadways over expansion. Fund systemic maintenance programs.*

**Policy:** TR-8.3, Support Frontage Improvements

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



Former Policy TR 16: 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. Language has been reworded for clarity.



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.



Former Policy TR 19: Plan Collaboratively, was moved to align with Goal TR-7 and renumbered as TR-7.3.



Former Policy TR 10: Transportation System Efficiency & Innovation, was renamed "Transportation Innovation", moved to align with Goal TR-7 and renumbered as TR-7.4. Language expanded slightly for clarity.



Goal 8 is new



Policy TR 8.1 is new



Policy TR 8.2 is new



Policy TR 8.3 is new



**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

*In alignment with regional and state goals and policies, establish short- and long-term Vehicle Miles Traveled (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

*Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use Transportation Demand Management (TDM) strategies to gain efficiency in the transportation system and reduce Vehicle Miles Traveled (VMT).*

**Policy:** TR-9.3, Target Transportation Demand Management Campaigns

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

**Policy:** TR-9.4, Transportation Demand Management Requirements

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

**Policy:** TR-9.5, Parking Management

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

**Policy:** TR-9.6, Parking Pricing and Maximums

*Ensure parking pricing reflects the high value of street right-of-way and curb space. Increase parking program resources to enable implementing variable parking rates during periods of peak travel or demand, while mitigating for potential impacts to low-income residents, to encourage shifts to off-peak travel or other transportation modes. Use variable parking pricing to*



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.



Climate Resiliency and Sustainability Board (CRSB) recommended policy.



Former Policy TR 4: 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



CRSB recommended policy.



Former Policy TR 18: Parking, was moved to align with Goal TR-9 and renumbered as TR-9.5. Language rewored slightly.



Policy 9.6 is a new policy. Language was also added based on an Environmental Justice Review of the Transportation Chapter associated with Climate Planning.





*influence travel behavior in high-demand locations. 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 VMT 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.*

**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.



Climate Resiliency and Sustainability Board (CRSB) recommended policy.



CRSB recommended policy.



CRSB recommended goal.



CRSB recommended policy.



CRSB recommended policy.

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

**Policy:** TR-10.3, Connect Evacuation Routes

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

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

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

**Goal:** TR-11, Achieve Context Sensitive Design

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

**Policy:** TR-11.1, Transportation Supporting Land Use

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

**Policy:** TR-11.2, Storefront Streets

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

**Policy:** TR-11.3, Infrastructure Design

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

**[INSERT TRANSPORTATION ELEMENT MAPS]**



Policy 10.3 is a new policy



Climate Resiliency and Sustainability Board (CRSB) recommended policy.



Goal TR-11 is a new goal



Former Policy TR 2: Transportation Supporting Land Use, was moved to align with Goal TR-11 and renumbered as TR-11.1. Language was condensed and reworded for clarity



Policy 11.2 is a new policy.



Former Policy TR 13: Infrastructure Design, was moved to align with Goal TR-11 and renumbered as TR-11.3.



Maps can currently be found at the end of this document. It will be integrated into the Chapter once the final template is available.

## POLICIES REMOVED FROM THE TEXT:

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

**Policy:** TR-11, Transit Operational Efficiency

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

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

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

**Policy:** TR-20, Bicycle/Pedestrian Coordination

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

**TR Goal E:** Respect Natural and Community Assets

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



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



This policy was removed. It is redundant with information in goal TR 11

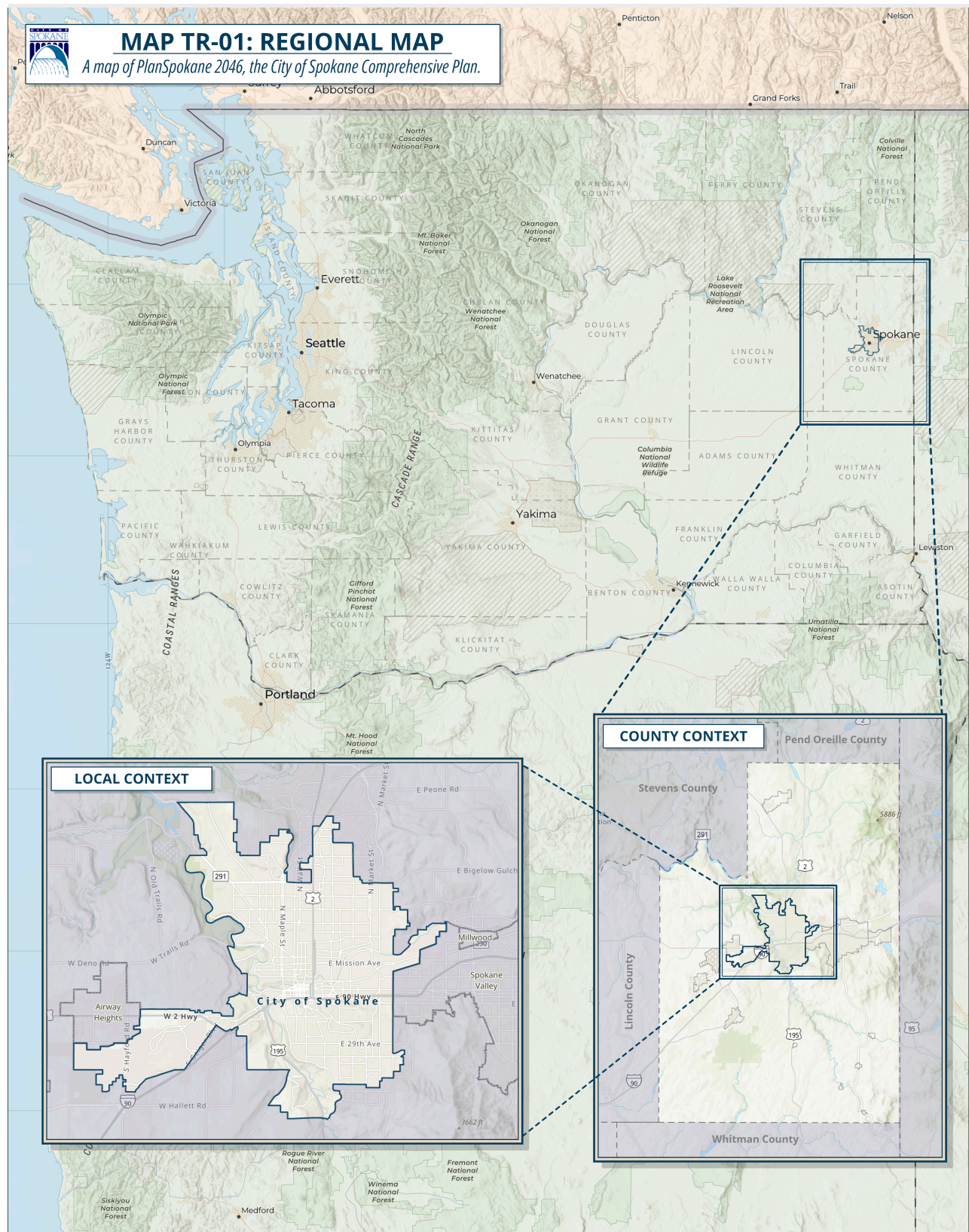


This policy was removed. It is redundant with information in policies TR 1.4 and TR 1.5

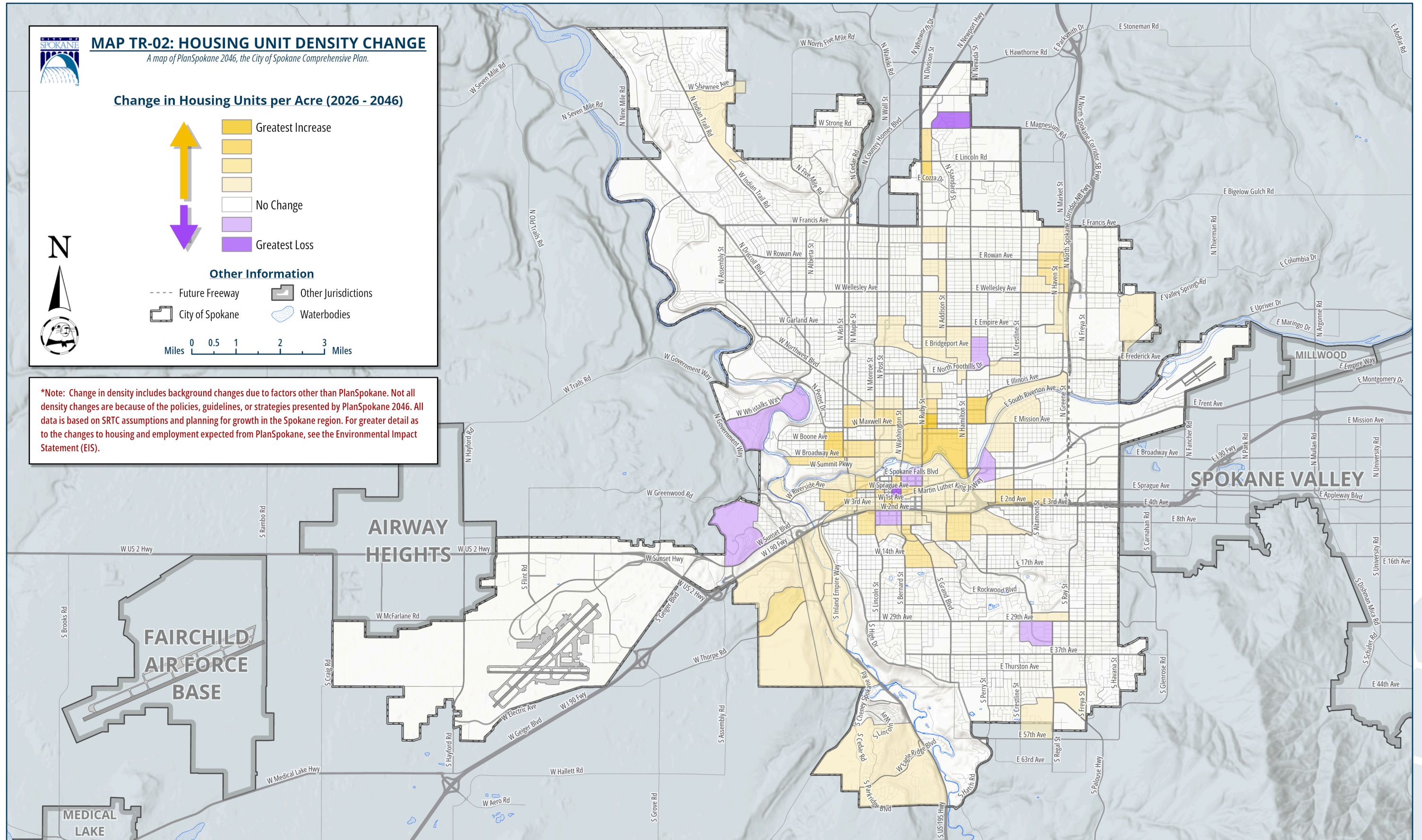


This goal was removed. Concepts were added to TR-2.3 and TR-2.4.

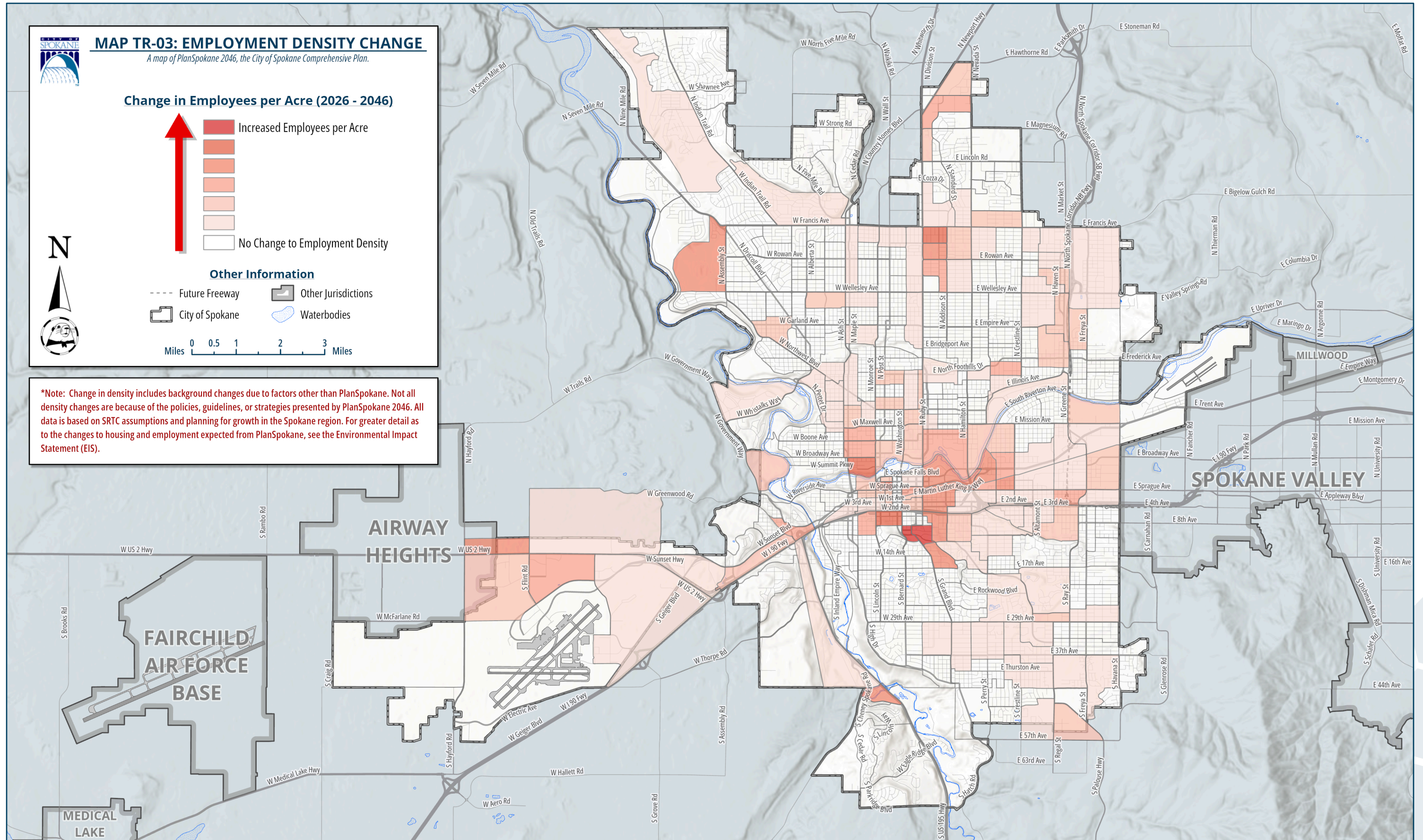




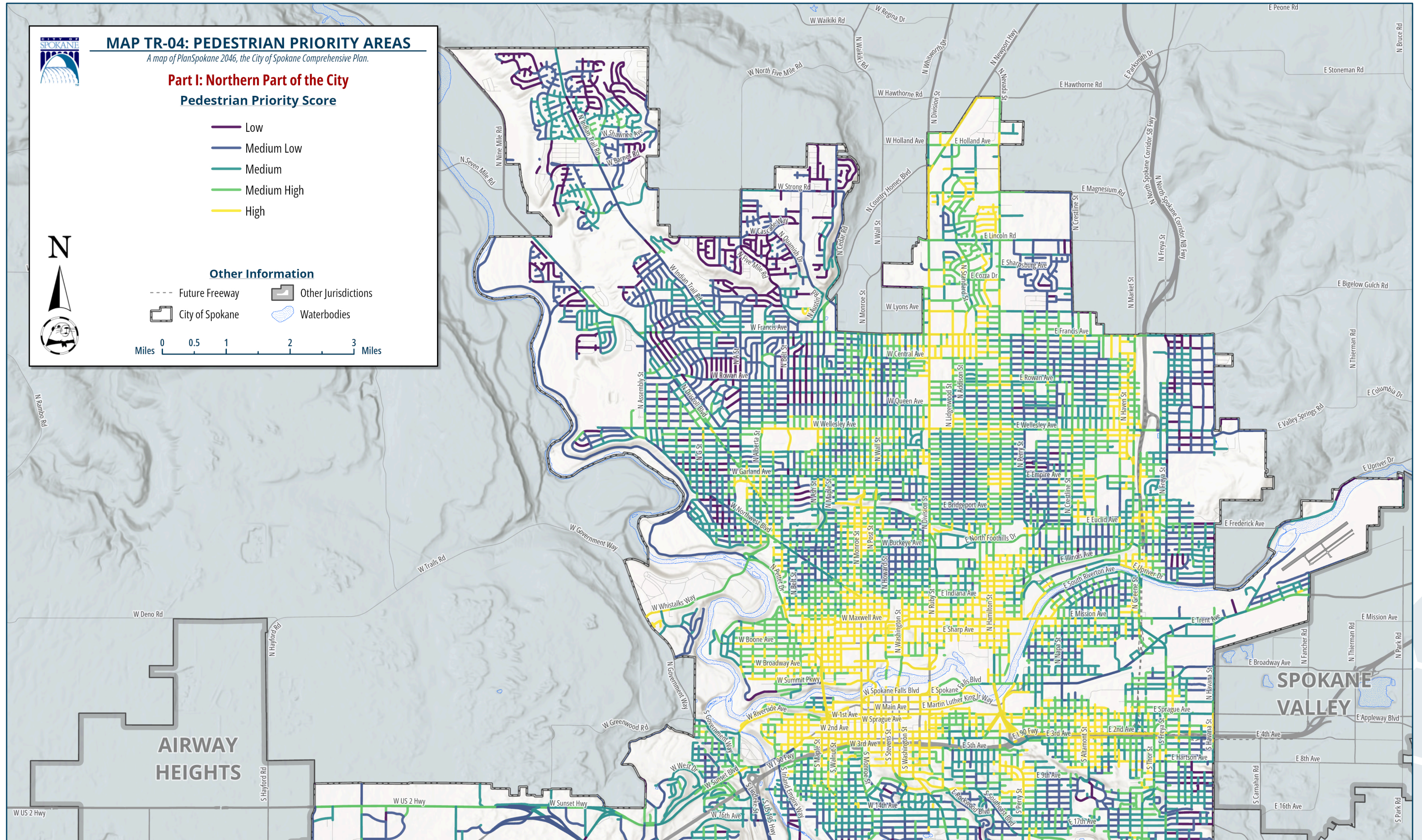




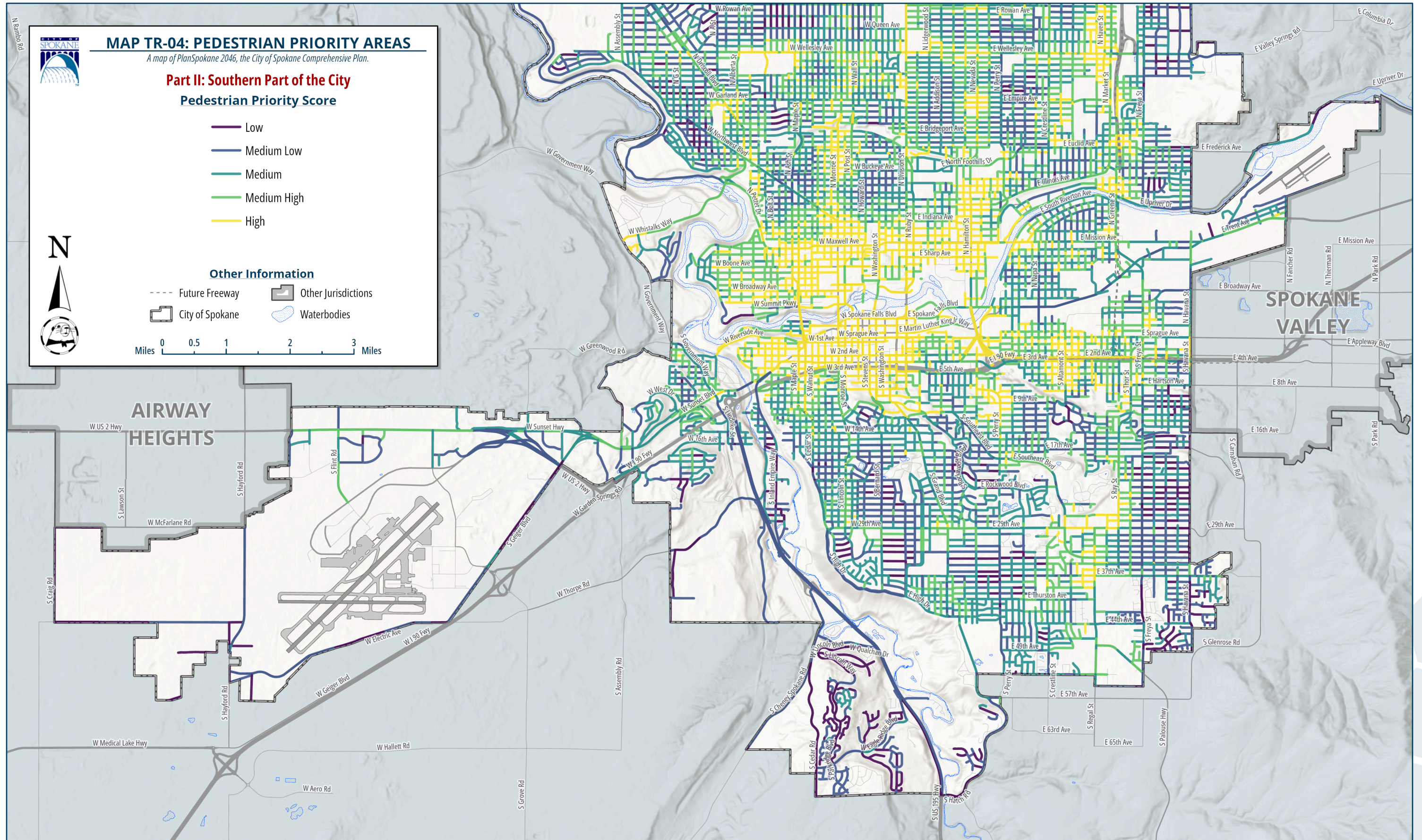




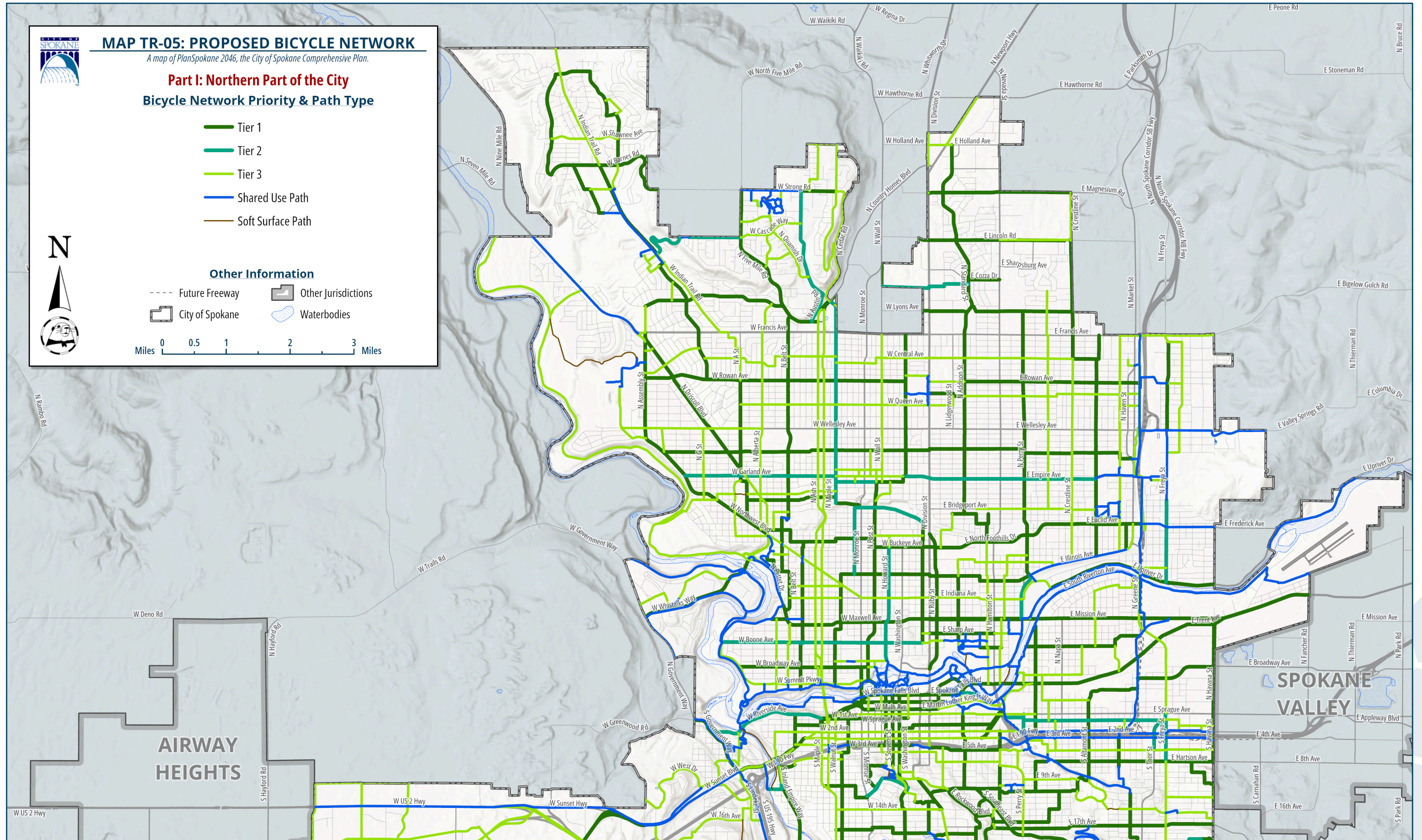




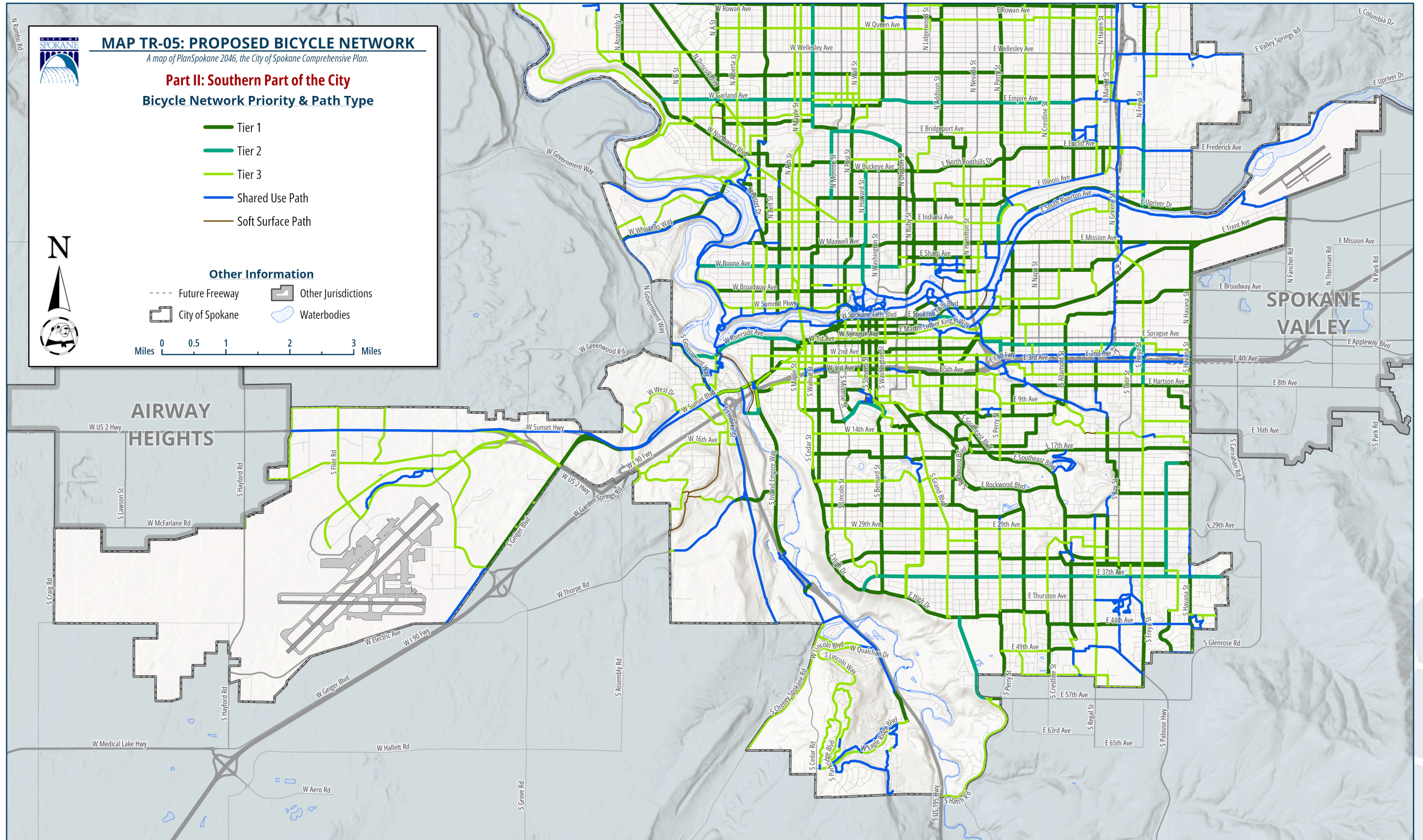




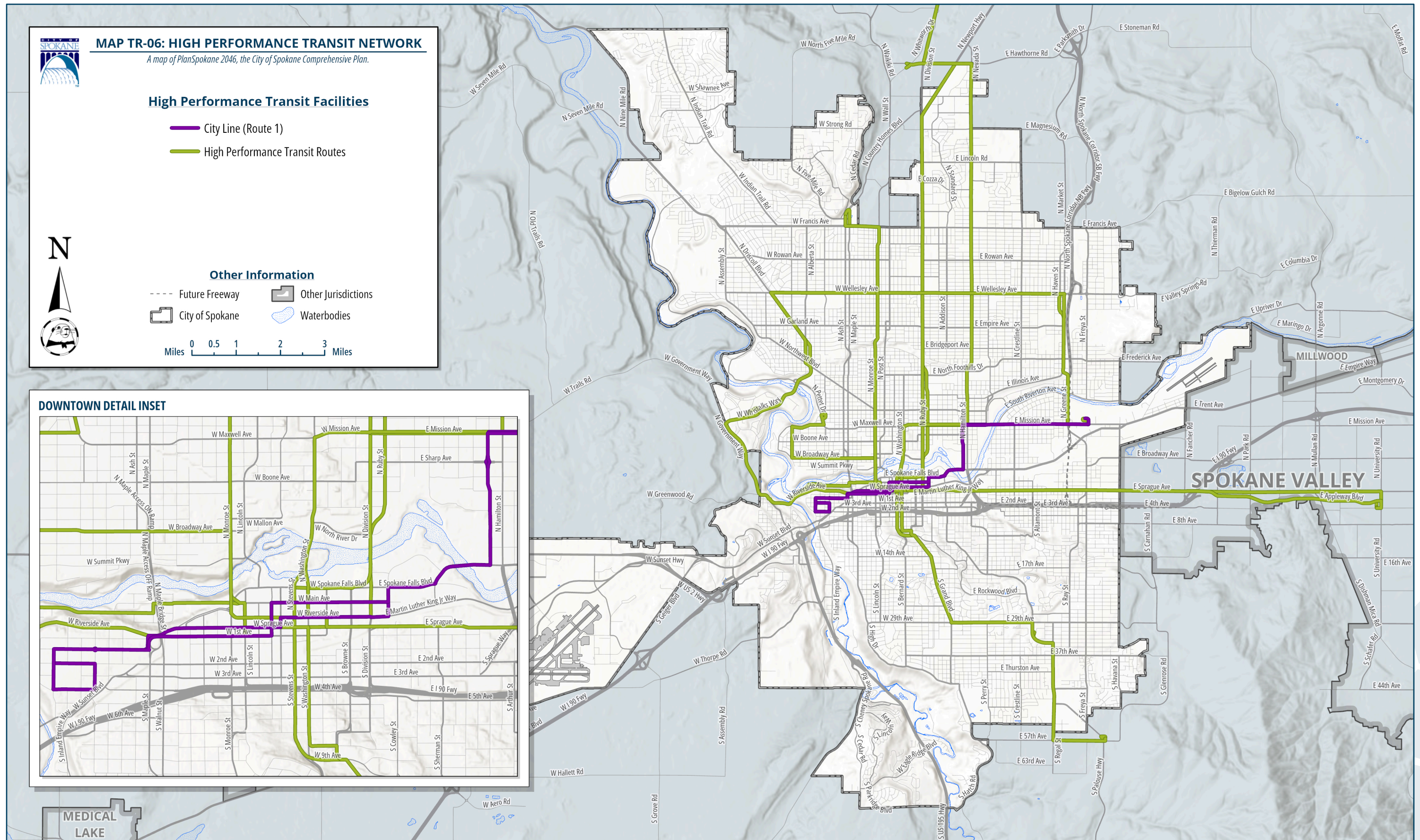




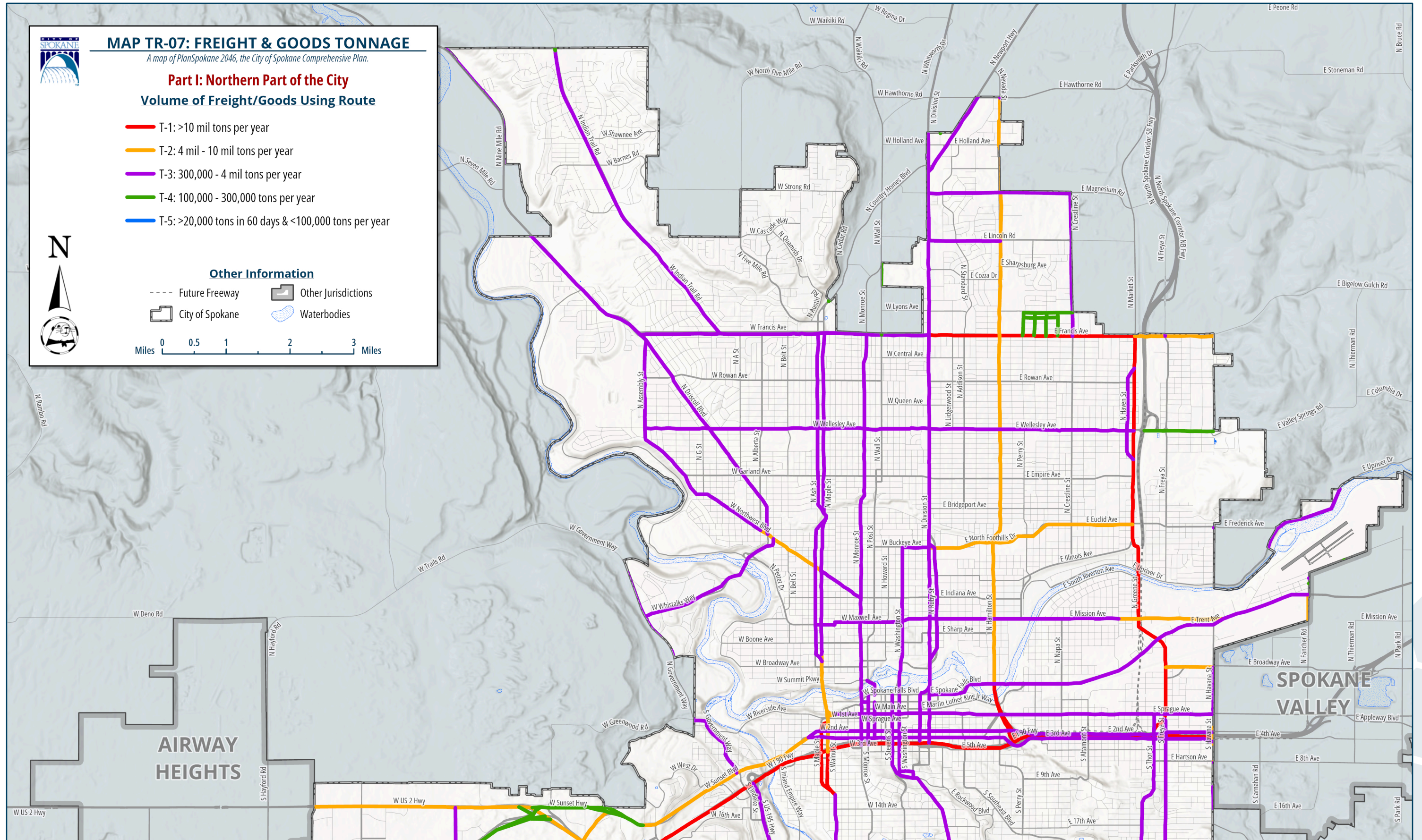




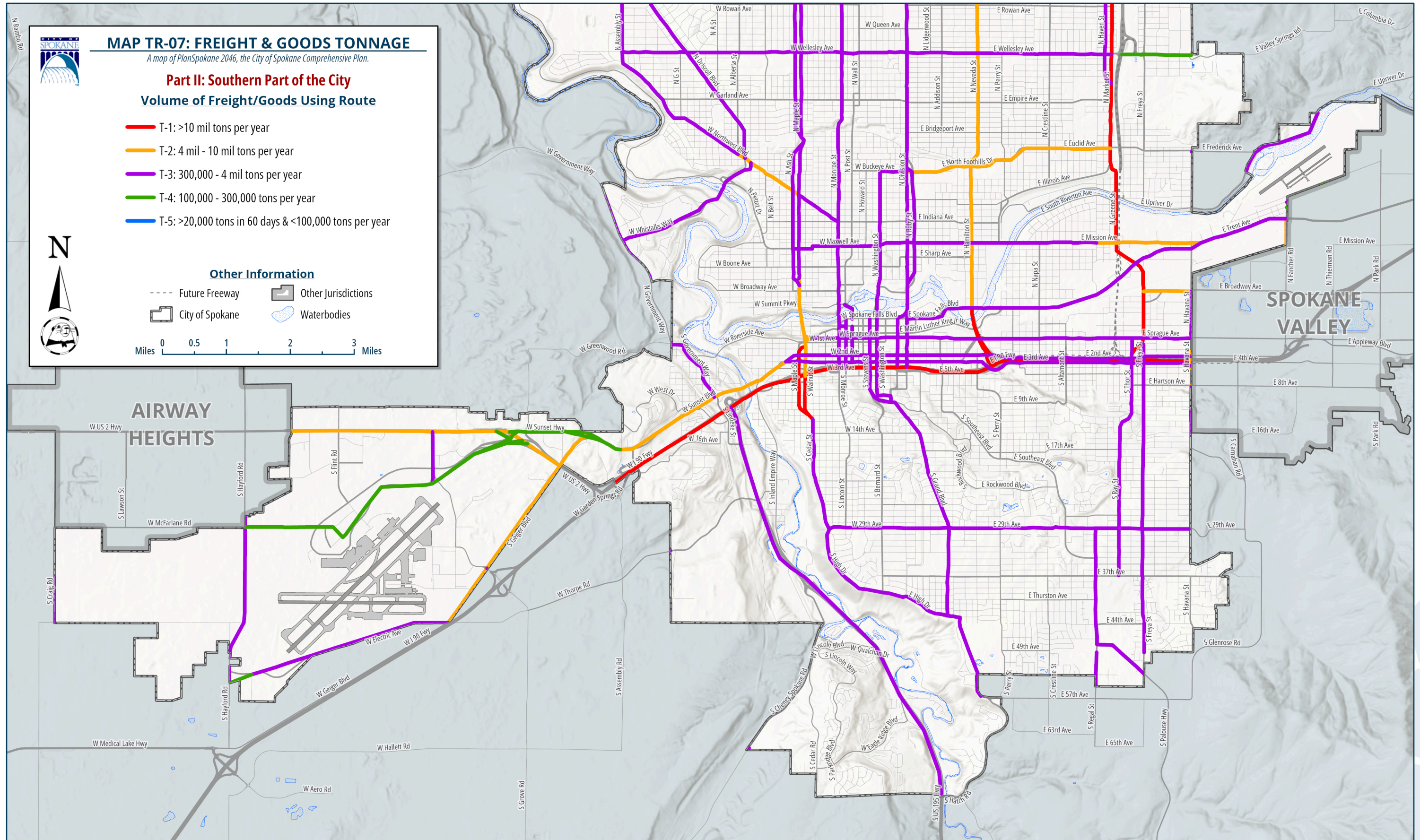




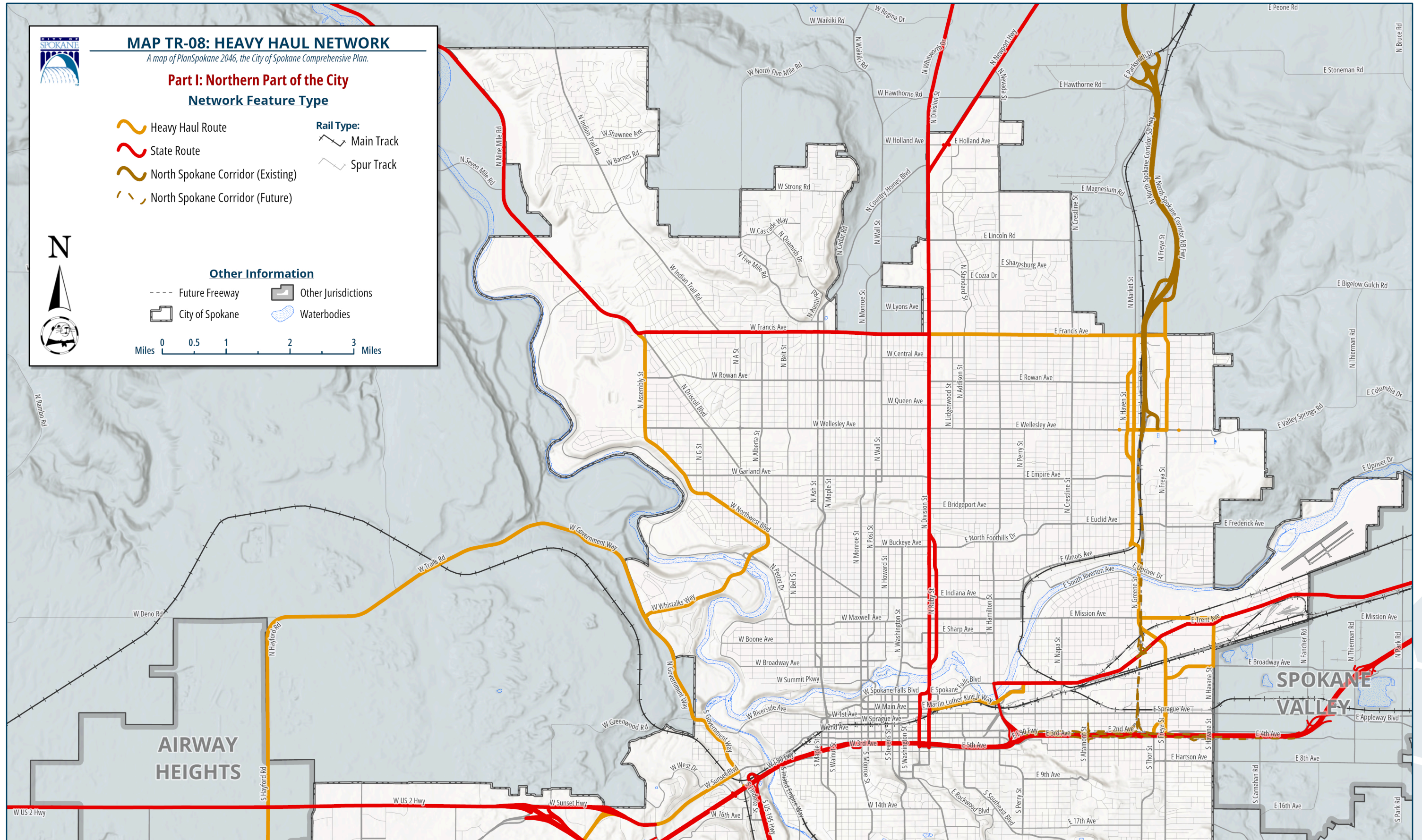




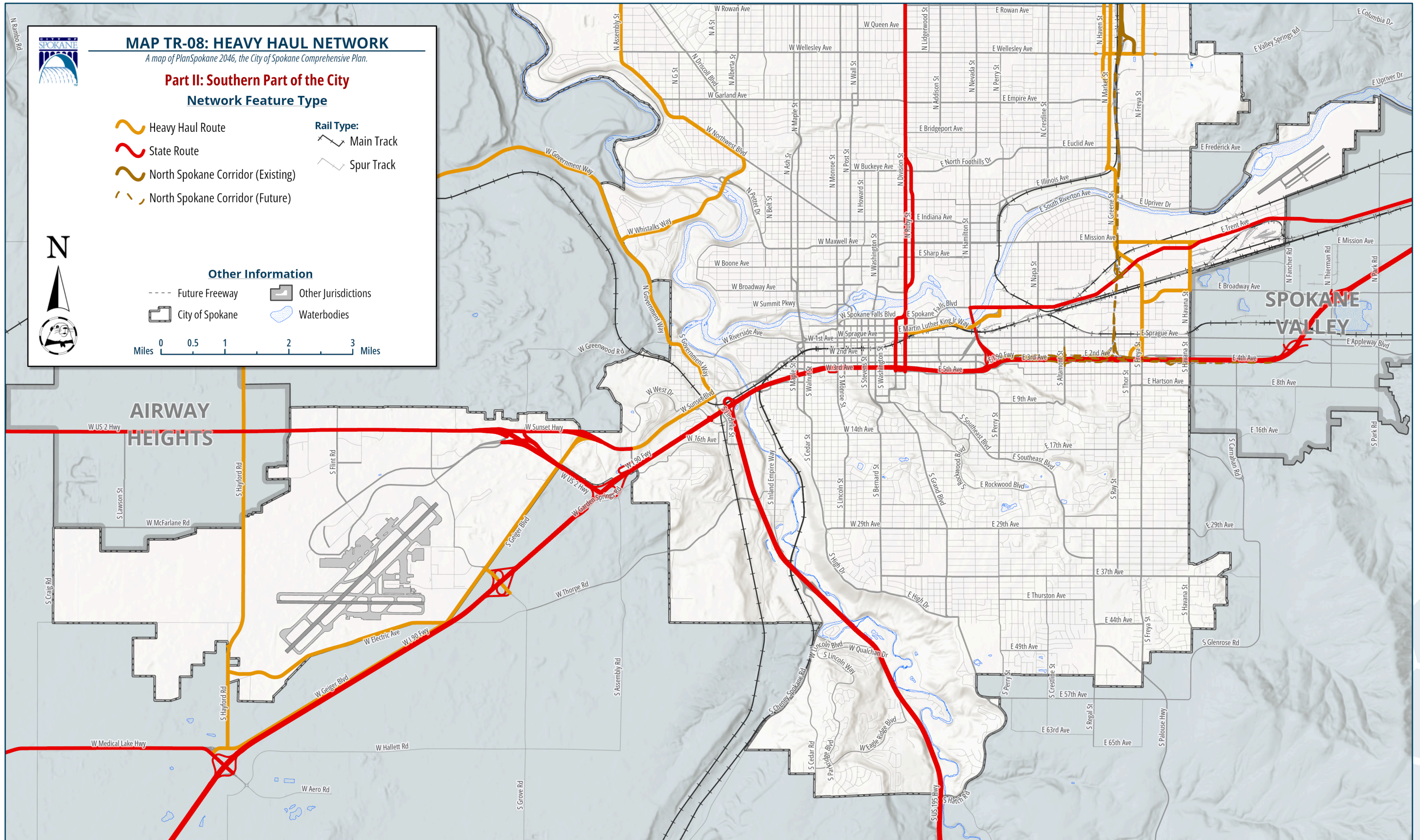




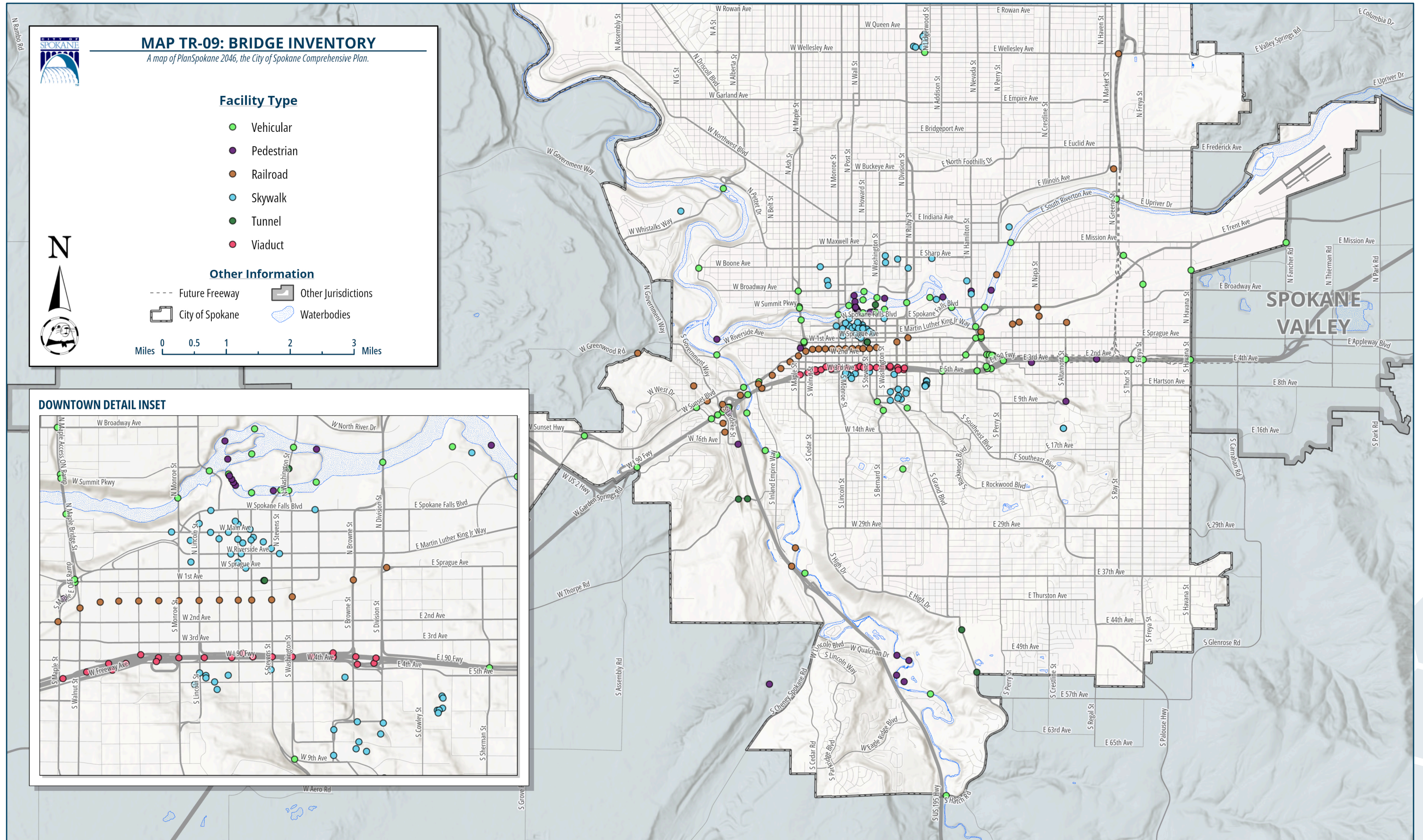




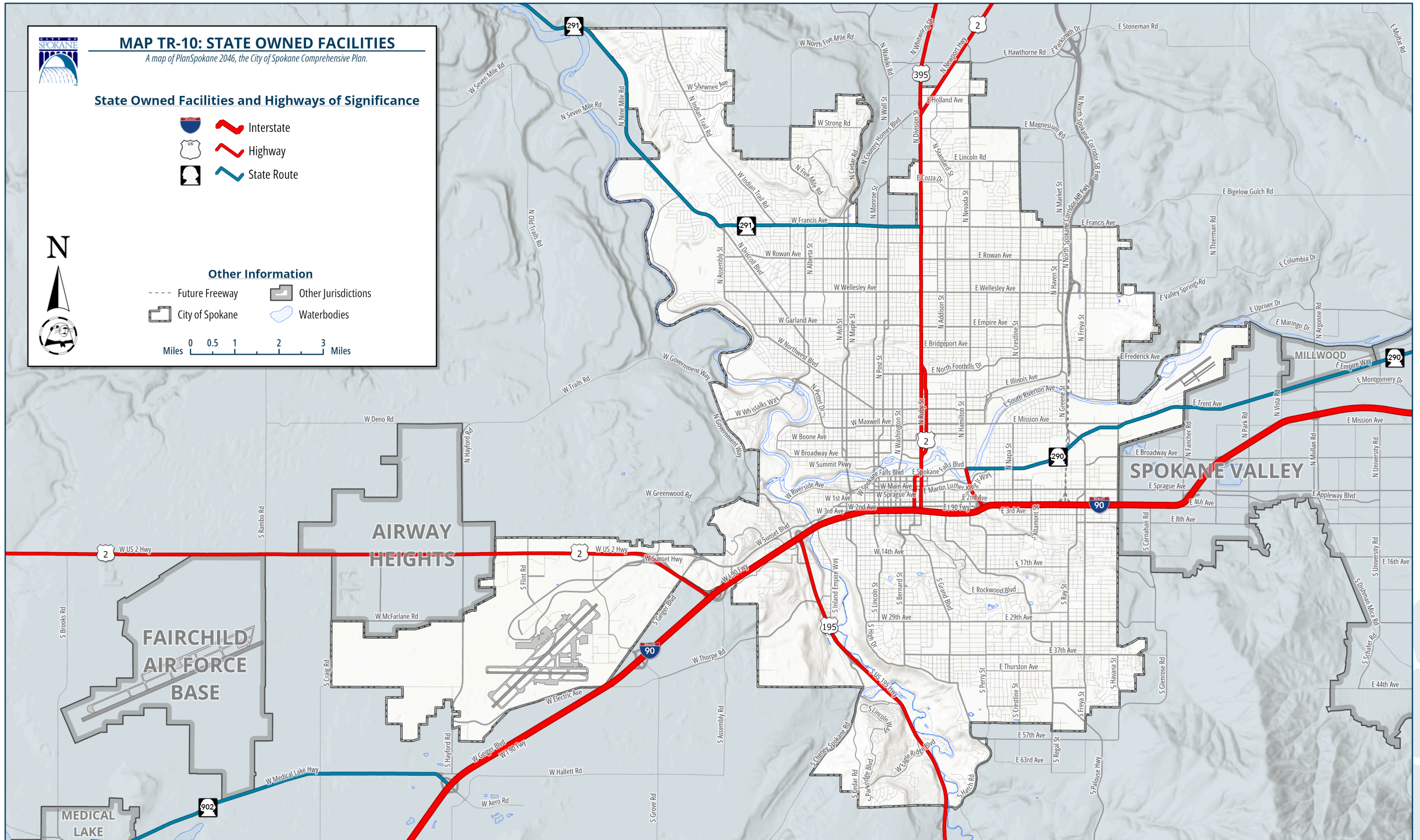




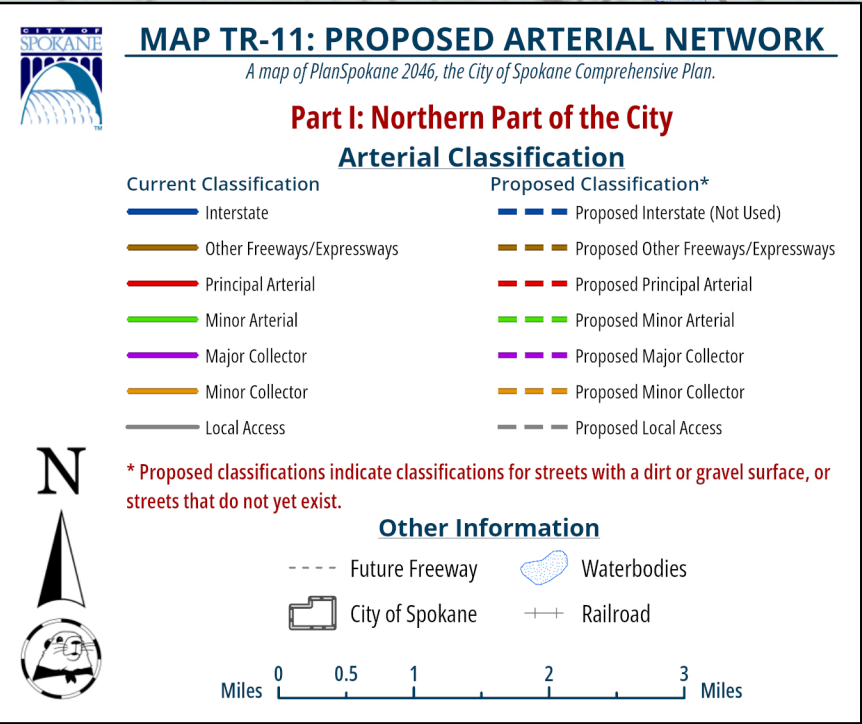












Version Date: August 27, 2026

This map was updated August 27, 2026 due to an error that left 18 small road classifications missing from the previous draft. Those wishing details on the updated changes should contact [planspokane@spokanecity.org](mailto:planspokane@spokanecity.org).



