



Bicycle Advisory Board Agenda

Regular Meeting

Tuesday, February 17, 2026

6:00 PM

Hybrid - Council Briefing Center / Microsoft Teams

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Bicycle Advisory Board on any topic not on the agenda.

Board Briefing Session:

6:00 – 6:15

1. Roll Call
2. Approve [1/20/2026](#) meeting minutes
3. Chair Report
4. [Staff Liaison Updates](#)
5. Approval of current agenda

Planning Staff
All
Lauren Pangborn
Tyler Kimbrell
All

Workshops:

6:15 – 6:45

1. Pacific Ave Greenway Phase 2

Colin Quinn-Hurst

6:45 – 7:10

2. [Grand Blvd Restriping](#)

Tyler Kimbrell

7:10 – 7:30

3. [*2026 BAB Work Program](#)

Tyler Kimbrell

Adjournment: The next regularly scheduled BAB meeting will be held Tuesday, March 17, 2026.

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

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. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Bicycle Advisory Board Meeting Information

Tuesday, February 17, 2026

Bicycle Advisory Board will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams

Join on your computer, mobile app or room device

Join the meeting now

Meeting ID: 227 451 660 092

Passcode: 46Lo3aR3

[Download Teams](#) | [Join on the web](#)

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 119 267 657 3

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887,,294668213#](tel:+13236181887,,294668213#) United States, Los Angeles

Phone Conference ID: 294 668 213#

[Find a local number](#) | [Reset dial-in PIN](#)

Meeting ID:
227 451 660 092

Passcode:
46Lo3aR3

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

The audio proceedings of the Bicycle Advisory Board meetings will be recorded and are available online.

Bicycle Advisory Board - Draft Minutes



Tuesday, January 20, 2026

Hybrid Meeting in the Council Briefing Center and Microsoft Teams Teleconference

Meeting Minutes: Bicycle Advisory Board meeting was called to order at 6:00 pm by Chair Lauren Pangborn.

Public Comment: Citizens are invited to address the Bicycle Advisory Board on any topic not on the agenda. 3 Minutes each.

- *Jeff Sevela*
- *Justin Haller*

Attendance:

- Board Members Present: Lauren Pangborn, Brian Falteisek, Christina Ramirez, Satish Shrestha, Olga Lucia Herrera, Daniel Powell, Cole Swensen, Scott Gordon, Santiago Cruz
- Board Members Not Present: Claudine Zender, Jered Sweeney-Demezas
- *Quorum Present:* Yes
- Staff Members Present: Tyler Kimbrell, Jon Snyder, Abbey Martin, Claire Cooney

Minutes: Minutes from Tuesday, November 18, 2025 approved unanimously with one update.

Briefing Session:

- **Chair Report - Lauren Pangborn**
 - Lauren recapped the December Transportation Commission meeting. They had a discussion regarding the Grand Blvd redesign and potential road reallocation. Jon Snyder presented some Emergency Streets ideas to the Commission, which would mark where traffic fatalities have occurred.
 - At the Transportation Commission meeting on January 21st, 2026, they will be discussing Shared Streets, the process for traffic calming, traffic camera expansions, and an exemption to the Complete Streets Ordinance for Maple St and Ash St.
- **Staff Liaison Update - Tyler Kimbrell**
 - The updates on the Bikeway Design Standards are up and running, and the first few meetings will be in upcoming months. This will be updating Chapter 3 Bikeway and Engineering Standards, creation of a quick build guide, and an update to the Vision Zero Action Plan. This will all be happening in the next year or so, and these updates will be brought to the Bicycle Advisory Board.
 - No construction is happening at the moment. This is the time of year where the Engineering Team starts designing the 2026 construction projects for the summer months.
 - This year is the deadline for the City's update to the Comprehensive Plan. If you're not involved yet, more information can be found at PlanSpokane.org. The Transportation Chapter is being updated quite extensively.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Chair and Vice Chair Elections
 - Presentation provided by: Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.
 - The board voted unanimously to elect Lauren Pangborn as Chair.
 - The board voted unanimously to elect Brian Falteisek as Vice Chair.
- Safe Streets for All/Traffic Calming Funding for Cycle 15
 - Presentation provided by: Jon Snyder and Abbey Martin
 - Questions asked and answered.
 - Discussion ensued.
- Code of Ethics Form
 - Presentation provided by: Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.
- BAB Code Review
 - Presentation provided by: Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.
- BAB 2026 Work Program
 - Presentation provided by: Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 7:14 PM.

Next regularly scheduled Bicycle Advisory Board Meeting is on Tuesday, February 17, 2026.

SENATE BILL REPORT

ESB 5581

As Passed Senate, January 21, 2026

Title: An act relating to implementing safe system approach strategies for active transportation infrastructure.

Brief Description: Implementing safe system approach strategies for active transportation infrastructure.

Sponsors: Senators Shewmake, Liias, Nobles and Valdez.

Brief History:

Committee Activity: Transportation: 2/10/25, 2/27/25 [DP, DNP].

Floor Activity: Passed Senate: 3/12/25, 29-19; 1/21/26, 30-19.

Brief Summary of Engrossed Bill

- Integrates shared-use paths that are part of a state or local active transportation plan into certain highway planning, design, and construction.
- Defines the term roundabout, and updates definitions for crosswalk and intersection within the context of roundabouts.
- Requires the Washington State Department of Transportation (WSDOT) to identify existing or planned active transportation facilities on publicly or tribally owned property and determine if such facility provides equal or better access to destinations and is an appropriate network connection providing mitigation in lieu of fulfilling Complete Streets requirements on state rights-of-way, subject to a cooperative agreement and certain conditions.
- Authorizes WSDOT to implement Complete Streets requirements on Safe Routes to School Program, Connecting Communities Program, and Bike and Pedestrian Grant Program recipients, when there are changes on state rights-of-way.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Liias, Chair; Lovick, Vice Chair; Ramos, Vice Chair; Alvarado, Chapman, Cortes, Krishnadasan, Lovelett, Nobles, Shewmake and Valdez.

Minority Report: Do not pass.

Signed by Senators King, Ranking Member; Goehner, Assistant Ranking Member; Christian, Fortunato, Harris, MacEwen and Wilson, J..

Staff: Brandon Popovac (786-7465)

Background: Safe System Approach. The safe system approach consists of six principles, which form the framework for the approach, and six elements that work together to achieve a goal of zero traffic fatalities. This approach acknowledges human mistakes and vulnerability and guides the design and management of road systems with multiple layers of protection that work together to create a comprehensive, systematic, and redundant environment that protects all road users. The six elements are: safer vehicles, safer roads, safer speeds, safer road users, safer land use planning, and post-crash care and response.

Cooper Jones Active Transportation Safety Council. The Cooper Jones Active Transportation Safety Council (council) is comprised of stakeholders who have a unique interest or expertise in the safety of pedestrians, bicyclists, and other nonmotorists. The council's purpose is to review and analyze data and programs related to fatalities and serious injuries involving pedestrians, bicyclists, and other nonmotorists to identify points at which the transportation system can be improved including, whenever possible, privately owned areas of the system, and to identify patterns in pedestrian, bicyclist, and other nonmotorist fatalities and serious injuries. The council must meet at least quarterly, and issue an annual report detailing any findings and recommendations to the Governor and the Transportation Committees of the Legislature. The council's 2023 report recommended statutory changes to provisions addressing recreational trails and paths. The council's 2024 report recommended statutory changes to provisions defining roundabouts, and crosswalks and intersections within the context of roundabouts.

Active Transportation Infrastructure—Trails and Paths. If the construction of a highway will sever or destroy an existing recreational trail of substantial usage for pedestrians or bicyclists, the Department of Transportation (WSDOT) must reestablish such trail or, if no alternative route exists, must design the facility and acquire sufficient right-of-way to accommodate future construction of the trail.

WSDOT must also use signage sufficient to ensure safety on highways that cross recreational trails.

Bicycle and pedestrian facilities must be incorporated into the design of highways in

corridors where these facilities do not exist, based upon a finding that the facility would be of use and conform with public agency comprehensive plans, would not duplicate existing or proposed routes, and that enhance safety for all corridor users.

WSDOT or the local jurisdiction with control over facilities for pedestrians and bicyclists that are part of a comprehensive trail plan may expend reasonable amounts of funds received from statewide fuel taxes for the planning, accommodation, establishment, and maintenance of the facilities.

Public safety, cost compared to need and use, and inclusion in a comprehensive trail system plan are criteria that must be considered when establishing paths and trails.

For the state transportation system, a shared-use path is a facility designed for active transportation use and physically separated from motorized vehicular traffic within the highway right-of-way or on an exclusive right-of-way with minimal crossflow by motor vehicles. Shared-use paths are primarily used by pedestrians and people using bicycles or micromobility devices, including those who use nonmotorized or motorized wheeled mobility or assistive devices.

Crosswalks and Intersections. As applied to the state transportation system and general rules of the road:

- a crosswalk is any portion of the roadway between the intersection area and a prolongation or connection of the farthest sidewalk line or, if no sidewalks, between the intersection area and a line ten feet from such area, except as modified by a marked crosswalk; and
- an intersection area is an area:
 1. embraced within the prolongation or connection of the lateral curb lines or, if no curb lines, the lateral boundary lines of the roadways of two or more highways that join one another at right angles; or
 2. within which vehicles traveling upon different highways joining at any other angle may come in conflict.

For rules of the road purposes, circular intersection is an intersection characterized by a circulatory roadway, generally circular in design, located in the center of the intersection, and encompasses the area bounded by the outermost curb line or, if there is no curb, the edge of the pavement, and includes crosswalks on any entering or exiting roadway. Circular intersection includes roundabouts, rotaries, and traffic circles.

Complete Streets Program. For transportation projects that are \$1 million or more, WSDOT must:

- identify locations on state rights-of-way without a complete and ADA accessible sidewalk or shared-use path, without certain bicycle facilities, with a posted speed limit of more than 30-miles per hour and no buffer or physical separation between vehicular traffic and pedestrians or bicyclists, or have a design impairing the ability

for drivers to see crossing pedestrians and stop in time;

- consult with local jurisdictions to confirm any existing and planned active transportation connections at such locations, any connections to existing and planned public transportation services, any existing and planned facilities connecting to such locations, and any potential use of speed management techniques;
- adjust to a lower speed limit while modifying roadway design and operations to achieve the desired operating speed in such locations; and
- plan, design, and construct facilities to ensure network connectivity and safety for active transportation and public transportation users.

Transportation projects required to reopen state highways due to a natural disaster or other emergency are exempt from program requirements.

Safe Routes to School Program. Concurrent with federal law, WSDOT administers a Safe Routes to School Program to:

- enable and encourage children, including those with disabilities, to walk and bicycle to school;
- make bicycling and walking to school a safer and more appealing transportation alternative; and
- facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools.

Sandy Williams Connecting Communities Program. WSDOT administers the Sandy Williams Connecting Communities Program to:

- provide safe, continuous routes for pedestrians, bicyclists, and other nonvehicle users;
- mitigate the health, safety, and access impacts of transportation infrastructure bisecting communities and creating obstacles in the local active transportation network;
- invest in greenways that provide protected routes for nonvehicular users; and
- facilitate projects and activities that will improve the connectivity and safety of the active transportation network.

WSDOT is required to select projects to propose to the Legislature for funding, and must consider certain criteria in the selection process, including but not limited to, facility access, service in overburdened communities and for vulnerable populations, environmental health disparities, and proximity to tribal lands.

Bicyclist and Pedestrian Grant Program. WSDOT administers a Bicyclist and Pedestrian Grant Program to improve pedestrian and bicyclist safety and mobility and increase active transportation trips, with projects to include buffered bike lanes, sidewalks, speed management, and crossing improvements.

Summary of Engrossed Bill: Active Transportation Infrastructure. Legislative intent is

declared to support a complete and comprehensive active transportation network, including shared-use paths, and more specifically, transportation system policy goals, vehicle miles traveled reduction goals, and greenhouse gas emissions reduction goals. It is also clarified that WSDOT may expend reasonable amounts of funds received from statewide fuel taxes necessary for the planning, design, construction, operation, and maintenance of active transportation facilities.

The policies and remedies addressing limited access highway construction severing or destroying existing or planned recreational trails are extended to existing or planned shared-use paths. Where a highway crosses a recreational trail or shared-use path, signage, including consideration for the use of traffic control devices, must be provided to promote safety.

The incorporation of active transportation facilities in highway design when such facilities do not exist in the highway corridor is modified to when there is a finding that the facilities will conform to an adopted plan and will provide connections to existing or proposed routes. The provision of active transportation facilities, including shared-use paths, is authorized when separation of vehicular traffic and active transportation users increase the safety of users of all modes of travel.

Trails or shared-use paths in a trail or active transportation plan adopted by any government authority with jurisdiction over the trail or path must be considered before establishing such trails or paths. The cost of such trails or paths in light of need or use is removed from mandatory consideration.

Roundabouts. As applied to the state transportation system and general rules of the road, roundabout is defined as an intersection of two or more joining highways characterized by a one-way traffic pattern that travels counterclockwise around a central island, and in which traffic entering the intersection must yield to circulating traffic within the intersection as indicated by official traffic control devices. A roundabout, including the central island, circulating traffic pattern, and all connections to joining highways, is a single intersection of all joining highways.

Definitions for crosswalk and intersection area are updated to include within the context of a roundabout. The definition of circular intersection is removed.

Rules of the road provisions regarding lane direction and deviation are modified to include roundabouts.

Complete Streets Program. For Complete Streets projects, WSDOT must consult with local jurisdictions and public transportation providers to confirm existing or planned active transportation facilities on local routes providing access to the same destinations as the state route. In the planning and design phases, such projects must consider current and planned public transit services and facilities. WSDOT must also identify any existing or planned

active transportation facility on public or tribal lands. If WSDOT determines that such facility provides equal or better access to destinations, WSDOT may identify such facility as an appropriate active transportation network connection providing mitigation in lieu of fulfilling Complete Streets requirements, but subject to a cooperative agreement with the local jurisdiction or tribe with responsibility for the facility where:

- the facility is identified in an adopted local or tribal active transportation plan or other relevant plan, or community engagement with facility users most impacted takes place to inform a local plan update;
- the facility as an alternative meets or exceeds WSDOT's standards for Complete Streets design;
- the facility's real property is free of encumbrances, including utilities; and
- the facility provides equal or better safety improvements to decrease crashes involving vulnerable road users.

WSDOT may use Complete Streets project funds to participate in local or tribal system projects and construct necessary wayfinding connections from the state highway to the local or tribal facility if:

- the cost of participation needed to meet the terms of the cooperative agreement is deemed reasonable by WSDOT; and
- use of state funds do not supplant committed program funding to the project.

WSDOT may identify an active transportation facility as an appropriate network connection providing mitigation in lieu of satisfying Complete Streets requirements only when:

- available state rights-of-way do not reasonably permit construction of an adequate facility;
- an appropriate facility exists or may be constructed within a local jurisdiction or tribal lands within a timely manner;
- completion of or connection to the local or tribal facility provides active transportation connectivity sooner than completion of the state highway project under consideration; or
- the local jurisdiction or tribe has proposed such improvements as an alternative.

The authority for WSDOT to expend reasonable amounts received from statewide fuel tax collection revenue for the planning, construction, and operation of active transportation facilities is reiterated for purposes of the Complete Streets Program.

WSDOT may implement and require compliance on Complete Streets requirements for Safe Routes to School Program, Sandy Williams Connecting Communities Program, and Bike and Pedestrian Grant Program recipients, when there are changes on state rights-of-way.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: The bill builds upon council recommendations to ensure a safer system for bicyclists, pedestrians, and vulnerable users, and makes other technical changes. One traffic fatality occurs every 13 hours based on 2023 fatality numbers. The cost of human lives lost as compared to highway infrastructure improvements needs to be considered, and there needs to be less conflict between vehicles and active transportation users. The bill addresses gaps in how roads are designed and maintained, and provides clear definitions for WSDOT and local jurisdictions to use to ensure safety. Active transportation is the transportation system. The cost of death and injury impacts the transportation system and society as a whole. The bill emphasizes connections so people can choose not to drive.

CON: The bill may potentially add tens of millions of dollars in costs on any given project. Roundabout improvements and marked crossings would drive up project costs. The state is already facing budget issues, and this bill will add more cost to expensive projects.

OTHER: Washington in 2023 had its highest number of traffic fatalities on its roadways, with 60 percent occurring outside of intersections and marked crossings. The state Target Zero 2024 update addresses active transportation safety and emphasizes the safe system approach, especially on multimodal facilities. Physical separation from vehicles makes it safe for everyone. Better land use planning and road design will reduce crashes. Maintaining facilities for walkers and rollers will reduce vehicle miles traveled.

Persons Testifying: PRO: Senator Sharon Shewmake, Prime Sponsor; Katy Ricchiuto, Transportation Choices Coalition; David Jones, Cooper Jones Active Transportation Safety Council.

CON: Morgan Irwin, Association of Washington Business.

OTHER: Mark McKechnie, Washington Traffic Safety Commission.

Persons Signed In To Testify But Not Testifying: No one.

SENATE BILL REPORT

SB 6110

As of January 23, 2026

Title: An act relating to addressing electric-assisted bicycles and electric motorcycles.

Brief Description: Addressing electric-assisted bicycles and electric motorcycles.

Sponsors: Senators Shewmake, Liias, Dhingra and Nobles.

Brief History:

Committee Activity: Transportation: 1/26/26.

Brief Summary of Bill

- Clarifies the definition of an electric-assisted bicycle.
- Directs the Department of Licensing to convene a work group to study and recommend a statutory framework for electric motorcycles.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Brandon Popovac (786-7465)

Background: An electric-assisted bicycle (e-bike) is defined as a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric motor must have a power output of no more than 750 watts. An e-bike must satisfy one of the following class requirements:

- class 1 electric-assisted bicycle—defined as having a motor that provides assistance only when the rider is pedaling and stops providing assistance when the bicycle reaches a speed of 20 miles per hour (mph);
- class 2 electric-assisted bicycle—defined as having a motor that may be used exclusively to propel the bicycle and stops providing assistance when the bicycle reaches a speed of 20 mph; or
- class 3 electric-assisted bicycle—defined as having a motor that provides assistance

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

only when the rider is pedaling and that stops providing assistance when the bicycle reaches a speed of 28 mph, and is equipped with a speedometer.

By definition, an e-bike is not a motorcycle or motorized foot scooter, and a driver's license or vehicle registration is not required to operate an e-bike.

Provisions that apply to a bicycle or bicycle operator typically apply to an e-bike and an e-bike operator, with some exceptions.

Class 1 and class 2 e-bikes may be operated on a shared-use path or any part of a highway designated for the use of bicycles, unless restricted or limited or otherwise regulated by local jurisdictions or state agencies.

Persons under 16 years of age may not operate a class 3 e-bike. Class 3 e-bikes may not be operated on a sidewalk unless there is no alternative to travel over a sidewalk that is part of a bicycle or pedestrian path or if authorized by the local jurisdiction. Class 3 e-bikes may be operated on facilities that are within or adjacent to a highway, but may not be operated on a shared-use path unless authorized by the local jurisdiction. State agencies or local jurisdictions may regulate the use of class 3 e-bikes on facilities and properties under their jurisdiction and control.

A manufacturer or distributor of new e-bikes offered for sale or distribution in the state must:

- permanently affix a label that contains the classification number, top assisted speed, and motor wattage of the e-bike; and
- comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission.

A person is prohibited from tampering with or modifying an e-bike to change its speed capability without replacing the label, indicating a reclassification of the vehicle.

Summary of Bill: The bill as referred to committee not considered.

Summary of Bill (Proposed Substitute): An e-bike is further defined as excluding:

- any vehicle capable of exceeding 20mph solely on its electric motor; and
- any vehicle modified or designed to be easily modified to exceed limitations described in current e-bike classifications.

The Department of Licensing (DOL) must convene a work group to study and recommend a statutory framework for electric motorcycles (e-motos), and may contract with a third-party consultant for work group support and drafting the statutory framework. The work group must include the following members:

- the secretary of the Washington State Department of Transportation or the secretary's designee;

- the executive director of the Washington Traffic Safety Commission or the executive director's designee;
- the chief of the Washington State Patrol or the chief's designee;
- a representative from the Cooper Jones Active Transportation Safety Council;
- a representative of the Association of Washington Cities;
- a representative of the Washington State Association of Counties;
- a representative of a nonprofit organization specializing in active transportation or electric bicycle safety;
- a representative of a statewide association representing parks and recreation; and
- any other representative deemed necessary by DOL.

The work group must address:

- how e-motos should be defined or classified, and if there are any new definitions for or modifications needed to other similarly defined vehicle or mobility types;
- if e-motos should be subject to annual registration and license fees, and if driver licensing examinations should include an e-bike or e-moto component;
- if the operation of an e-moto should be subject to mandatory driver education requirements, driver's license or permit requirements, or a minimum age requirement;
- appropriate rules of the road or equipment requirements for e-motos;
- appropriate penalties for deceptive e-bike marketing practices and e-bike tampering;
- if e-bike manufacturers and vendors should provide disclosure statements or notices to consumers regarding the type of vehicle being purchased; and
- any other component deemed necessary by the work group.

The work group must submit a final report, with recommendations or draft legislation, to the Office of the Governor and transportation committees of the Legislature by December 15, 2027.

Appropriation: None.

Fiscal Note: Requested on January 16, 2026.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

BRIEFING PAPER: Grand Blvd 29th-13th Restriping
City of Spokane
Bicycle Advisory Board
2/17/2026

Subject:

Review draft striping plans for Grand Blvd 29th to 13th

Background:

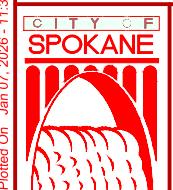
Grand Blvd is going to receive a grind and overlay in 2027 – these striping plans coincide with that work.

Relationship to Plans/Actions:

Six-year arterial maintenance plan.

Timeline/ Further Action:

For discussion purposes only



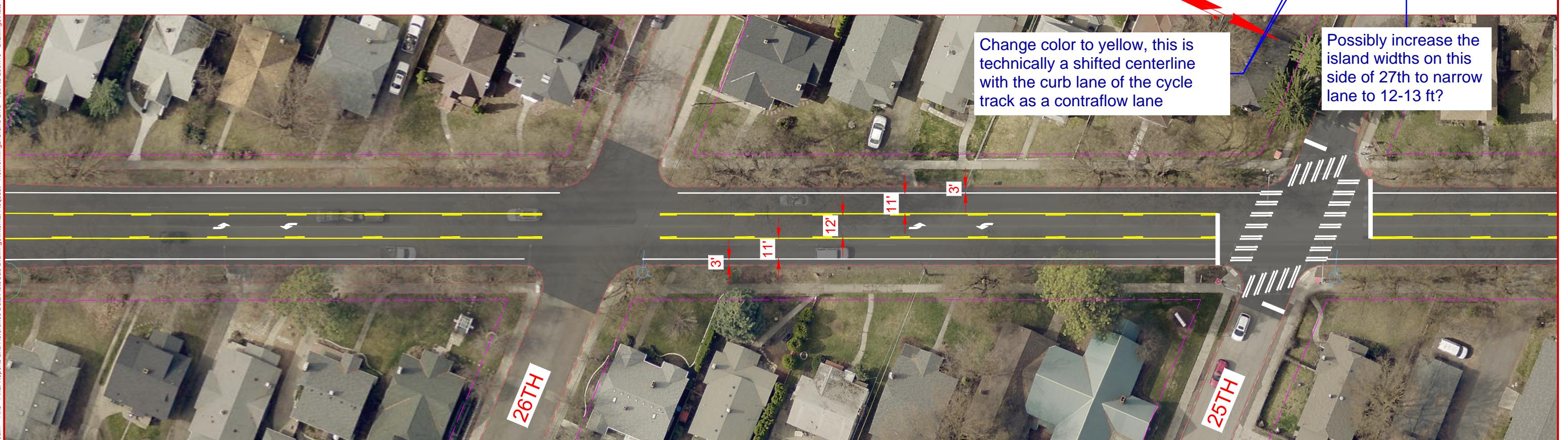
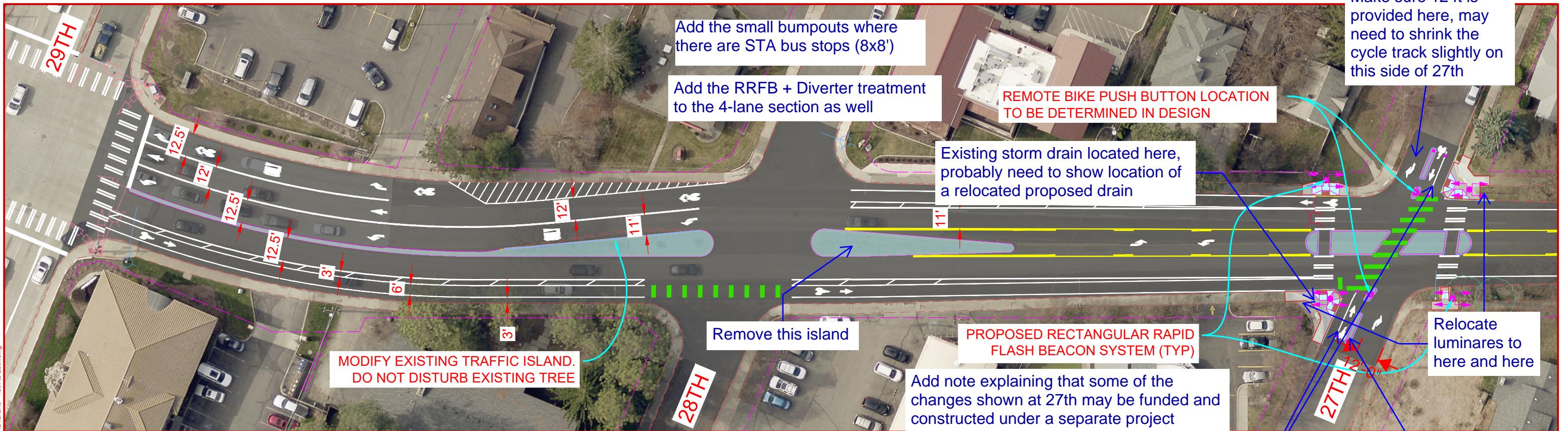
PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

Plotted On: Jan 07, 2026 - 11:34am A18 - Final Reports and Reference Data\AutoCAD Drawings\Internal Requests - Networking\Grand Blvd - 13th to 29th.dwg

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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

Plotted On: Jan 07, 2026 - 11:38am A18 - Final Reports and Reference Data|AutoCAD Drawings|Internal Request - Network|inga|Grand Blvd - 13th to 29th|10 - Drawings|AutoCAD Grand - 13th to 29th.dwg
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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION

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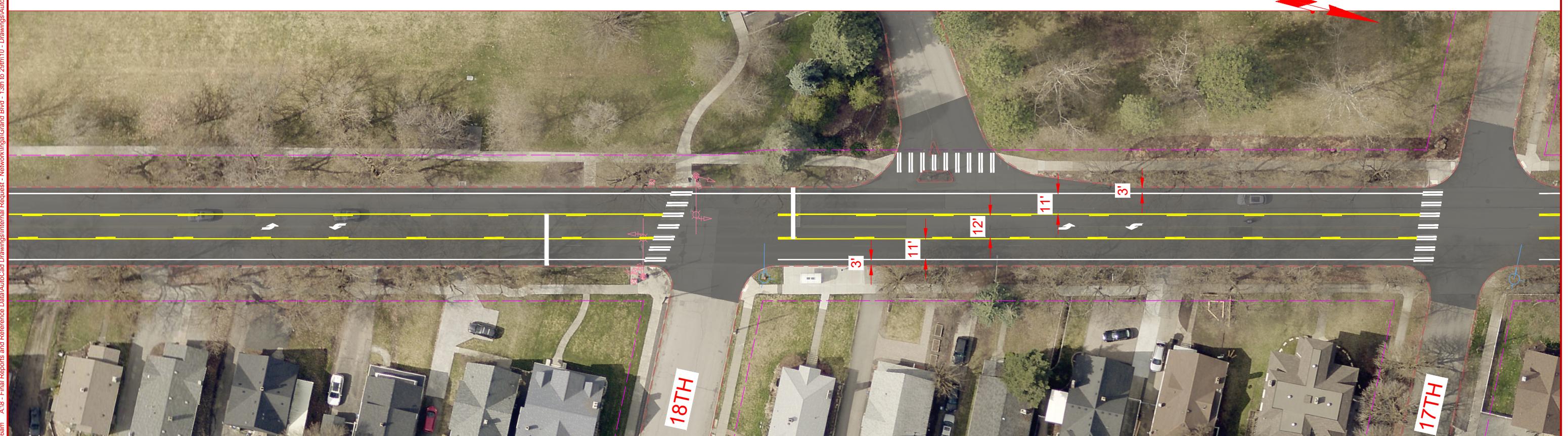
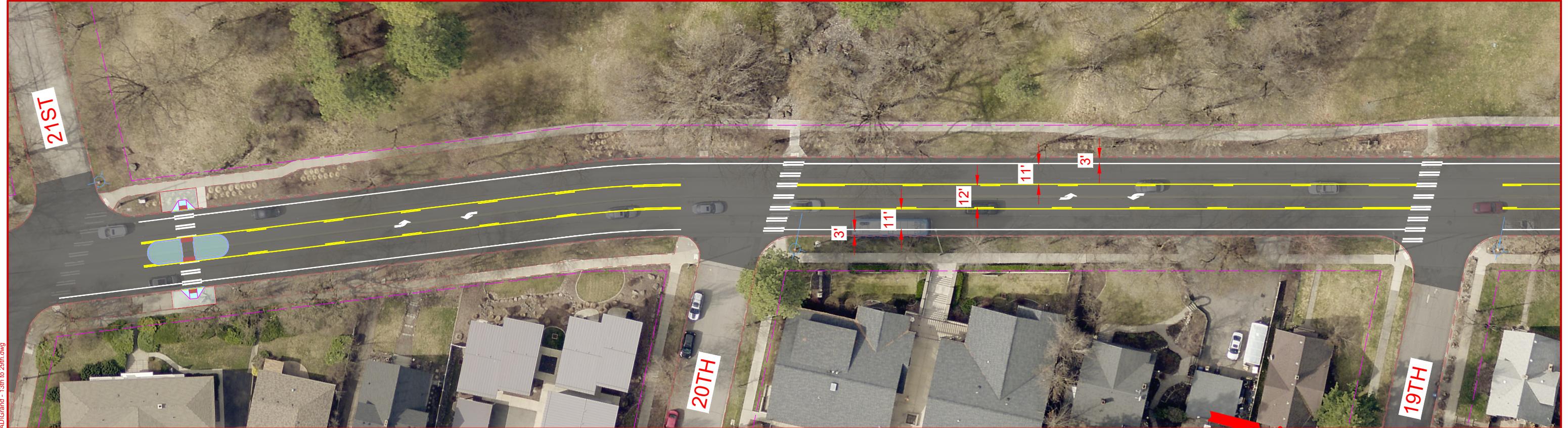


SHEET 1 OF 1



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

Plotted On: Jan 07, 2026 - 11:35am A18 - Final Reports and Reference Data|AutoCAD Drawings|Internal Request - Networking|a/Grand Blvd - 13th to 29th|10 - Drawings|AutoCAD|Grand - 13th to 29th.dwg
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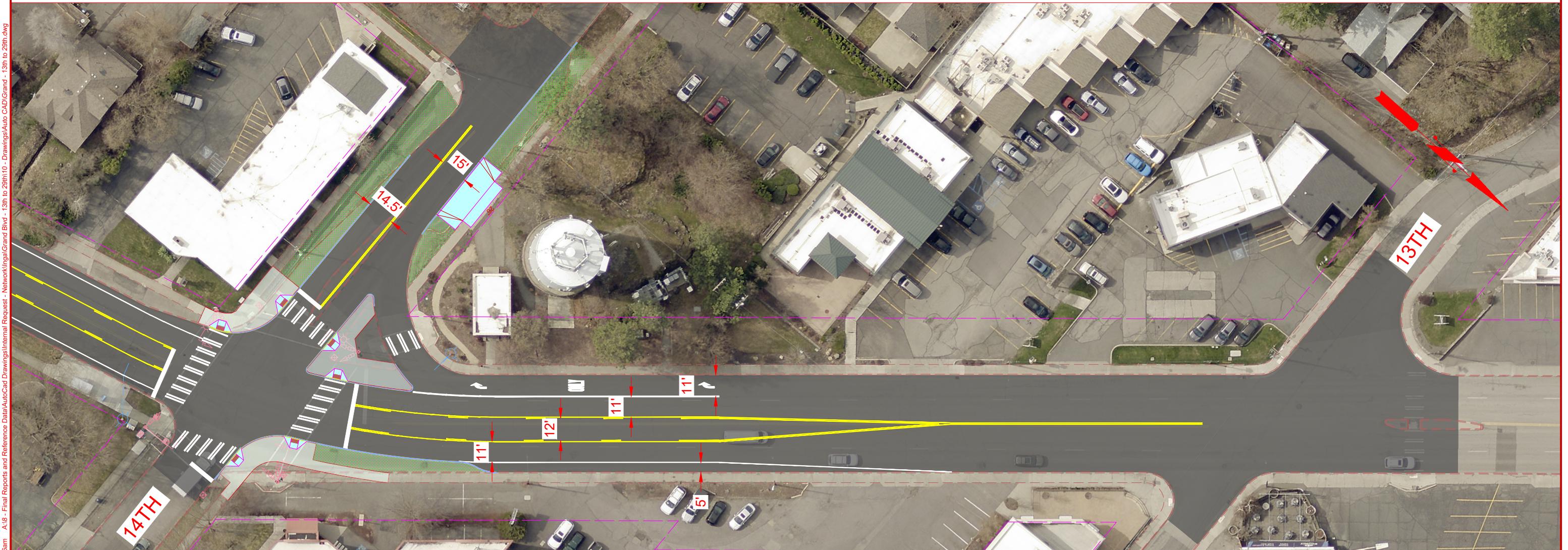
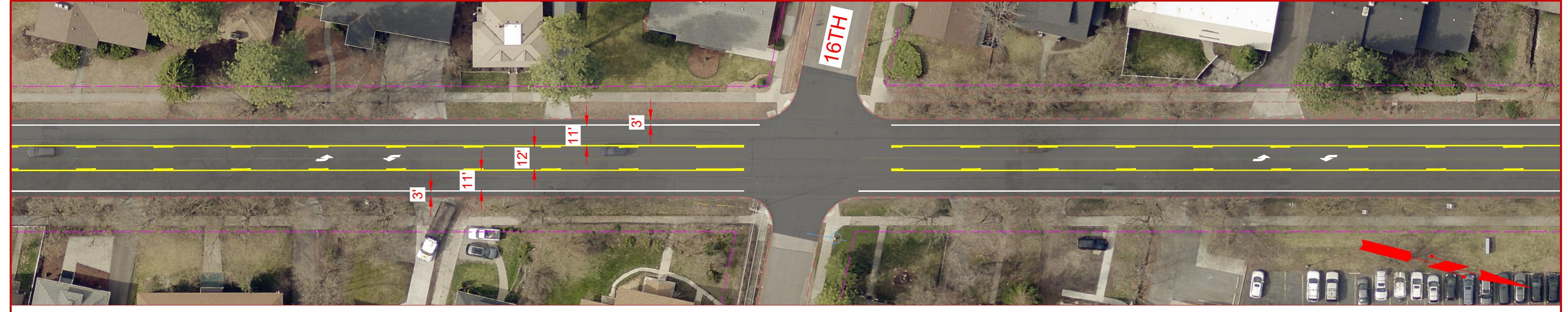
PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

Plotted On: Jan 07, 2026 - 11:38am A18 - Final Reports and Reference Data/AutoCAD Drawings/Internal Request - Networking/Grand Blvd - 13th to 29th.dwg

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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION

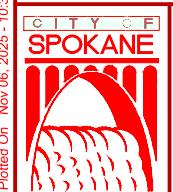


PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION

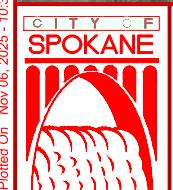
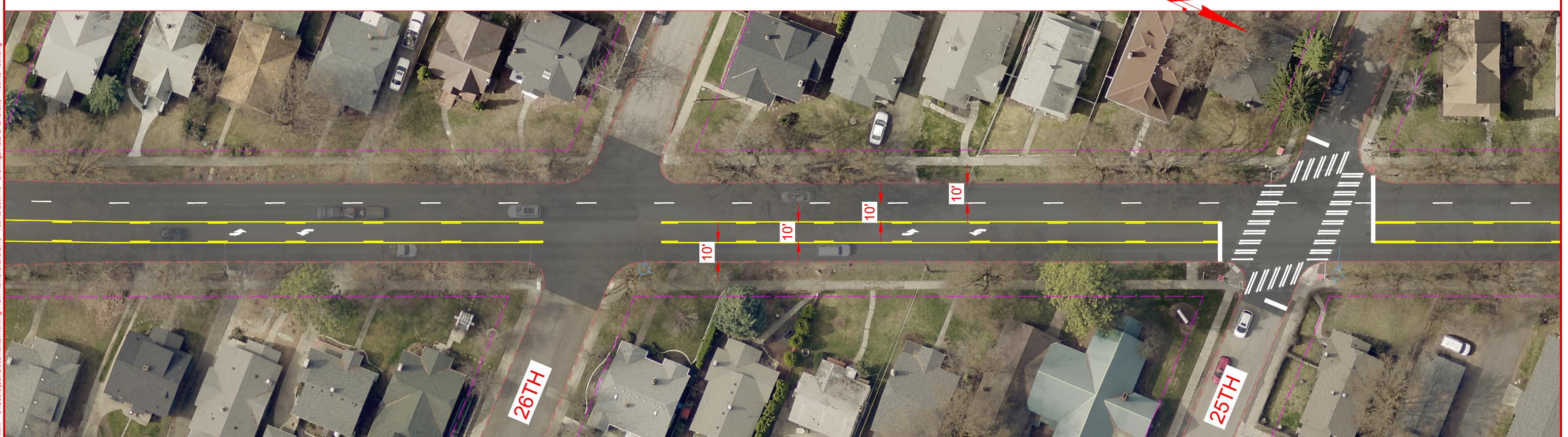
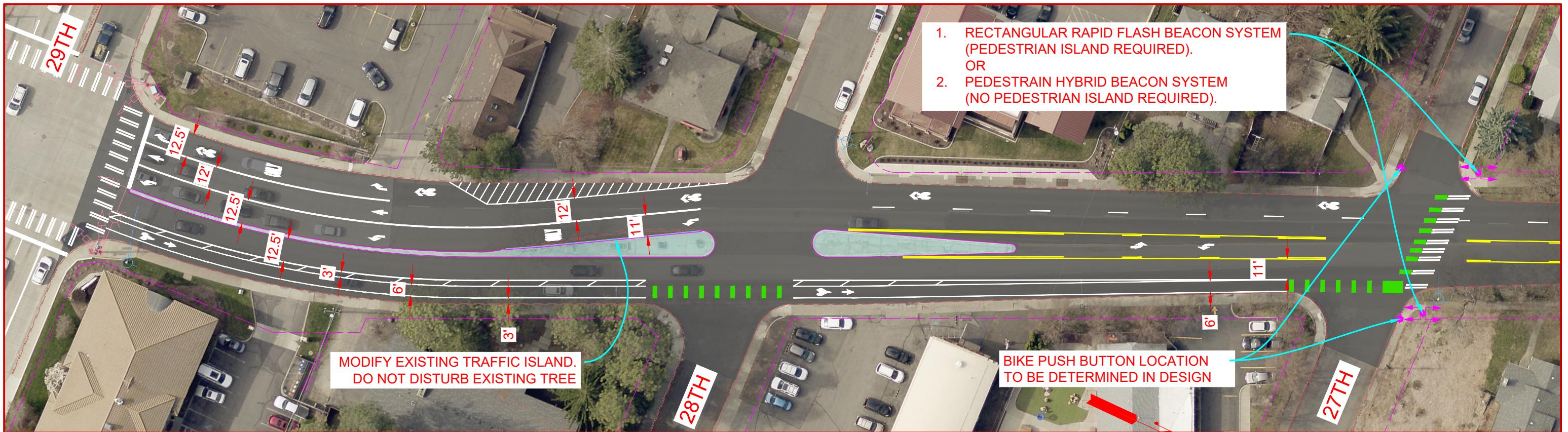


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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION



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Plotted On Nov 06 2025 - 10:36am C:\Users\bball\Documents\Working From Home\Grand Blvd - 13th to 29th\10 - Drawings\Auto CAD\Grand - 13th to 19th.dwg
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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION

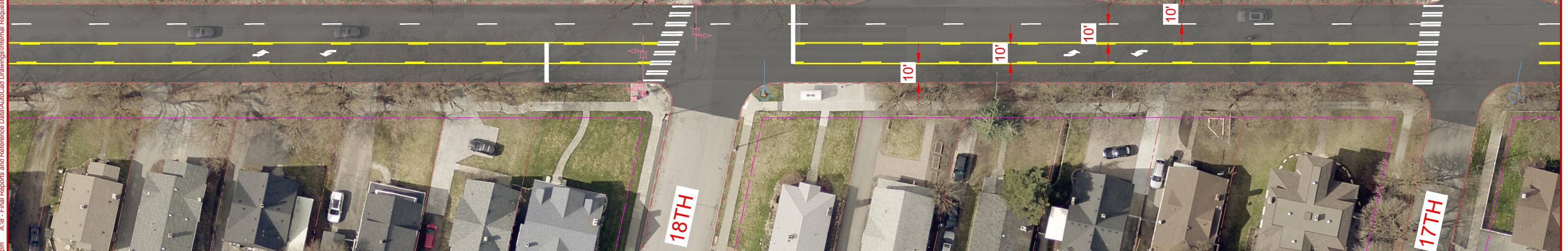
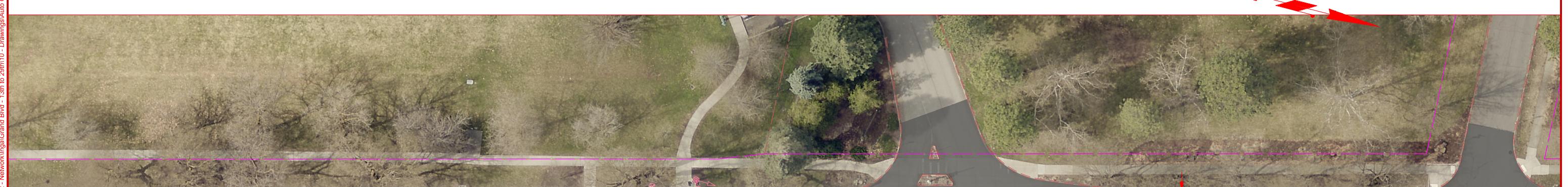
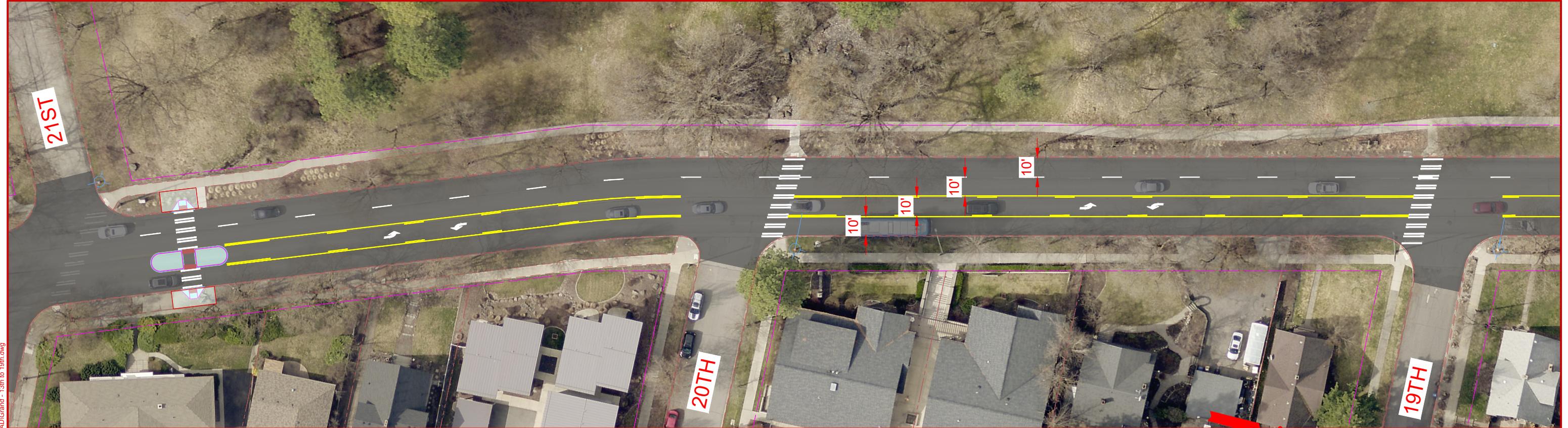


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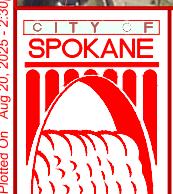
GRAND BOULEVARD

**29TH AVENUE TO 13TH AVENUE
4 LANE SECTION**



GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION



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CITY OF SPOKANE
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GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION

BRIEFING PAPER: BAB 2026 Work Program
City of Spokane
Bicycle Advisory Board
2/17/2026

Subject:

Review draft 2026 BAB work program

Background:

Boards and commissions typically have a work program to guide next year/ two years of work and have predictability for upcoming meeting agendas.

Relationship to Plans/Actions:

Some mandated items are written in the BAB code SMC Section 4.16

Timeline/ Further Action:

The January meeting is for reviewing the initial draft of the work program. BAB members are expected to give feedback and recommend items for the work program.

Expected adoption date of the work program is February 2026.

2026 Bicycle Advisory Board Work Program		
Project Name	Start/Status	BAB Review
Safe Streets for Spokane Supplemental Planning (Bikeway Design)	Ongoing	Q2 & Q4 2026
Driscoll Sidewalk Infill project	Ongoing	TBD
Spokane Falls Blvd study/ formal recommendation	Ongoing	TBD
Millwood Trail Review	TBD	TBD
Centennial Trail to Boulder Beach – Planning Study	TBD	TBD
Division TOD Active Transportation Recommendations	Ongoing	Q2 2026
Grand 13 th – 29 th	Ongoing	Q1 2026
Fish Lake Trail	Ongoing	TBD
Pacific Ave Phase 2	TBD	Q1 2026
Assembly & Francis	Ongoing	TBD
Mandated / Regular Items		
Street Vacations	As needed	
Bicycle Priority Network	Annually	
Bicycle Parking Review	Annually	
Traffic Calming project review	As needed	
Bikeway standard review	Annually	
Review of important projects	As needed	
Six Year Comprehensive Street Program Review	Annually	
BAB Bike Tours	Bi-Annually (May & August)	
Arterial Maintenance Plan Review	Annually	
Annual Volunteering Opportunities		
Spokane Bike Swap	April	

Summer Parkways

June