

SPECIAL MEETING NOTICE/AGENDA OF THE

SPOKANE TRANSPORTATION COMMISSION

MEETING OF WEDNESDAY, MAY 21, 2025 4:00 P.M. – CITY HALL COUNCIL CHAMBERS

The Spokane Transportation Commission will be holding a Special Meeting at 4:00 p.m. on Wednesday, May 21, 2025, in the City Hall Council Chambers, 808 W. Spokane Falls Boulevard, Spokane, WA. The purpose of the meeting is to consider and discuss items on the attached agenda.

The special meeting will be open to the public.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 290 294 770 307

Passcode: 2gVAht

Dial in by phone

[+1 323-618-1887,,599315225#](#) United States, Los Angeles

[Find a local number](#)

Phone conference ID: 599 315 225#

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 112 394 935 3

Written public comments will be accepted at eratranscom@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

SEE ATTACHED AGENDA



Spencer Gardner
Planning Service Director

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mlowmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.







Special Meeting Notice

Final Audit Report

2025-05-12

Created:	2025-05-12
By:	Angela McCall (amccall@spokanecity.org)
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"Special Meeting Notice" History

-  Document created by Angela McCall (amccall@spokanecity.org)
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-  Email viewed by Spencer Gardner (sgardner@spokanecity.org)
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-  Document e-signed by Spencer Gardner (sgardner@spokanecity.org)
Signature Date: 2025-05-12 - 7:09:08 PM GMT - Time Source: server
-  Agreement completed.
2025-05-12 - 7:09:08 PM GMT



Spokane Transportation Commission Agenda

Wednesday, May 21, 2025

4:00 PM

Hybrid – City Council Chambers / 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 Transportation Commission on any topic not on the agenda.

Commission Briefing Session:

4:00 – 4:20	<ol style="list-style-type: none">1. Roll Call2. Approve 3/19/2025 & 4/9/2025 meeting minutes3. President Report4. Secretary Report5. Approval of current agenda	Planning Staff All Grant Shipley Jon Snyder All
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Workshops:

4:20 – 4:25	1. *Official Vote for Transportation Commission Location	Transportation Commission
4:25 – 4:40	2. Transit Development Plan Update	Madeline Arredondo, STA
4:40 – 4:55	3. TBD Annual Report	Abigail Martin
4:55 – 5:10	4. TBD 2026 Project Process	Clint Harris & Chris Cafaro
5:10 – 5:25	5. Parking Services Plans and Programs	Luis Garcia

Hearings: (All times below are approximate)

5:40 – 6:00	1. *Complete Streets Ordinance Recommendation
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Adjournment: The next regularly scheduled TC meeting will be Wednesday, June 18, 2025.

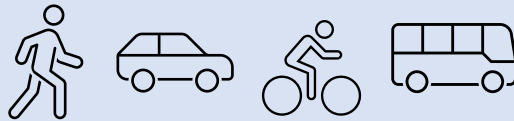
A quorum of the City Council may be present as liaisons to the Committee during this meeting.

*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

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Transportation Commission Meeting Information

Wednesday, May 21, 2025



Transportation Commission 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

[Click here to join the meeting](#)

Meeting ID: 290 294 770 307

Passcode: 2gVAht

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

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 112 394 935 3

Or call in (audio only)

[+1 323-618-1887](tel:+13236181887), 599315225# United States, Los Angeles

Phone Conference ID: 599 315 225#

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

Meeting ID:
290 294 770 307

Passcode:
2gVAht

How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

[SIGN UP](#)

The form will be open from 8:00am on 5/15/2025, until 3:00 p.m. on 5/21/2025. The hearing will begin at 5:40 p.m. When it is your turn to testify, Transportation Commission President will call your name and you can begin your testimony. You will have 3 minutes to speak.

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: transportationcommission@spokanecity.org

The audio proceedings of the Transportation Commission meetings will be recorded and are available online.

Spokane Transportation Commission - Draft Minutes

Wednesday, March 19, 2025

Hybrid Meeting in Events Room B of the Central Spokane Public Library & Microsoft Teams Teleconference

Meeting Minutes: Transportation Commission Workshop called to order at 4:00 pm by President Grant Shipley

Public Comment: Citizens are invited to address the Transportation Commission on any topic not on the agenda. 3 Minutes each.

- Sarah Rose

Liaison Comment:

- Eve from SRTC wanted to make people aware that SRTC is working on their regional long-range transportation plan. They currently have a survey open if people would like to take it. She wanted to make sure people were aware of the opportunity to provide feedback on their plan.
- Jared from NEPDA wanted to remind people about the Hillyard subarea plan is in the planning stages.
- Cliff from CA mentioned a discussion that came up during the Riverside Neighborhood Council meeting. An intersection nearby was discussed. The lights are messed up, making pedestrian crossings challenging. For people with vision impairment, the paths don't really go in the right direction. Projects like this need to get a sponsor so it can be repaired before somebody gets hurt.

Attendance for Plan Commission Workshop:

- Board Members Present: Grant Shipley, Rhonda Young, Raychel Callary, Joni Harris, Kaylee Jackman, Lauren Pangborn, Mike Bjordahl, Dylan Jouliot
- Board Members Not Present: None
- Non-Voting Members Present: WSDOT, STA, SRTC, SRHD, NEPDA, SPS, Plan Commission, Community Assembly
- Non-Voting Members Not present: PBIA, DSP, U-District, S3R3 Solutions
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Spencer Gardner, Angie McCall, Emily King, Tyler Kimbrell, Abbey Martin, Dan Buller, Clint Harris, Chris Cafaro, Colin Quinn-Hurst, William Helman, Marlene Feist, Kirstin Davis, Kevin Picanco, Shae Blackwell, Inga Note, Alexander Gibilisco, Katherine Miller, Marcia Davis, Sarah Sirott, Brian Brisendine, CM Zappone, CM Klitzke, CM Bingle

Minutes: Minutes from 2/19/2025 approved unanimously.

Briefing Session:

- **Commission President Report - Grant Shipley**
 - Grant wanted to talk to everyone about the commission. It is a new thing, and everyone is trying to get it stood up and functional. In light of that, Grant accepts and appreciates any

criticism or suggestions on how we can improve the commission and make it better. The goal is to provide transport infrastructure recommendations to Council. It is an important commission, and it is good to have it functioning well. Please bring any suggestions for improvement to Grant. With that said, we have changed it so the liaisons will sit separately so we know who they all are. We have more liaisons than commissioners, and it can get confusing on who are liaisons and who are members of the public. We are working to improve that.

- **Secretary Report - Jon Snyder**

- Jon had a couple things to discuss:
 - He first wanted to discuss liaison participation. Roll call and making the seating clearer was one of the things that was suggested. The problem is we have a two-hour meeting, which can be very tight, but we want to ensure there is a dialog from the liaisons. Vice President Young had a couple suggestions. Similar to public comment, we could carve out some time at the beginning of the meeting for liaisons who might have general comments. Commissioner Jackman mentioned that liaison feedback can be very helpful and informative, and as long as we are not running over time, their input would be welcomed. Another suggestion that Vice President Young had was to have comments from the commissioners, then to get comments from the liaisons. Commissioner Pangborn said it is something the commission can try, and it can always be changed if something isn't working.
 - Jon also discussed changing the meeting location of the Transportation Commission due to some issues we've had during previous meetings. The option that we've been investigating is moving to Council Chambers. The ideal spot would be the Council Briefing Center, but it is held by a different group during our meeting times. If the commissioners were to meet in Chambers, the commissioners would be up on the dais, liaisons would be in the first couple of rows, and the public would sit behind that. It would be more formal, but there would be fewer interruptions, better technology, and it's much easier to have people participate online. It has been reserved for the rest of the year with the exception of July, as it's already booked then. The other option is to stay in this room, or potentially move to the room next door within the library. Jon could also try to convince the group in the Briefing Center to move and they could try to get that room. Commission members agreed that it made sense to meet in Chambers, and they were willing to try it out. They were also willing to change if needed. Next month is the combined meeting with the Plan Commission, so the first month we would try this is May.

Current Agenda: The current agenda was approved unanimously.

Hearing(s):

- Commute Trip Reduction Plan – Recommendation
 - Presentation provided by Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.

Motion:

 - *I [Mike Bjordahl] move to recommend the Commute Trip Reduction Plan as written to the City Council. Seconded by Dylan Jouliot.*
Public Testimony provided by:
 - Sarah RoseDiscussion ensued.
 - **Motion passes unanimously: 8-0-0**

Workshop(s):

- Division BRT Ruby/Division Couplet Review
 - Presentation provided by Karl Otterstrom (STA)

- Questions asked and answered.
 - Discussion ensued.
- 2024 CTAB Overview
 - Presentation provided by Abbey Martin
 - Questions asked and answered.
 - Discussion ensued.
- ADA Ramp Design
 - Presentation provided by Dan Buller
 - Questions asked and answered.
 - Discussion ensued.
- Automated Safety Camera Locations Equity and Safety Analysis
 - Presentation provided by Abbey Martin, William Helman
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 6:01 PM.

The next regularly scheduled Transportation Commission meeting is cancelled, a special joint meeting of the Transportation Commission and Plan Commission will occur on April 9, 2025.

Spokane Plan Commission - Minutes

Wednesday, April 9, 2025

Hybrid Meeting in Council Briefing Center & Microsoft Teams Teleconference Combined with the Transportation Commission

Meeting Minutes: Plan Commission Workshop called to order at 2:02 pm by President Jesse Bank.

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

- None

Attendance for Plan Commission Workshop:

- Plan Commission Members Present: Jesse Bank, Ryan Patterson, David Edwards, Sandra Neperud, Amber Lenhart, Jill Yotz, Tim Williams, Tyler Tamoush, Greg Francis, Carole Shook
- Plan Commission Members Not Present: None
- Plan Commission Quorum Present: Yes
- Non-Voting Plan Commission Members Present: Mary Winkes (Community Assembly Liaison)
- Non-Voting Plan Commission Members Not present: Kitty Klitzke (Council Member Liaison)
- Transportation Commission Members Present: Rhonda Young, Lauren Pangborn, Mike Bjordahl, Raychel Callary, Kaylee Jackman
- Transportation Commission Members Not Present: Grant Shipley, Dylan Jouliot, Joni Harris
- Transportation Commission Quorum Present: Yes
- Non-Voting Transportation Commission Liaisons Present: Plan Commission, CA, WSDOT, SRHD, STA, NEPDA
- Non-Voting Transportation Commission Liaisons Not Present: SRTC, PBIA East Sprague, DSP/Downtown PBIA, U-District, S3R3, SPS
- Staff Members Present: Tirrell Black, Angie McCall, Emily King, Kevin Picanco, Colin Quinn-Hurst, Jon Snyder, Tim Thompson, Brian Brisendine, Colin Quinn-Hurst, Abbey Martin, Sarah Sirott, Marcia Davis, Maren Murphy, Nicole White, Inga Note, Jackie Churchill, Kirstin Davis, Marcia Davis

Minutes: Minutes from 3/26/2025 approved.

Briefing Session:

- **Community Assembly Liaison Report - Mary Winkes**
 - Mary let the commission know that the CA passed a resolution to send to City Council. At one point, they also said something about sending it to the Plan Commission, but she was not sent with that instruction. There is concern about the zero parking requirements around the city and issues coming up around the neighborhoods regarding this. The CA will be going to City Council to review that decision to see if something else may be done.
- **Commission President Report - Jesse Bank**
 - President Bank gave the floor to Commissioner Neperud. Today is Sandra's last meeting as she is moving out of the state of Washington.
- **Secretary Report - Tirrell Black in lieu of Spencer Gardner**
 - Tirrell stated that we have finished up our first round of engagement with Plan Spokane. Thanks to those who participated. We had 170 people in total for engagement. We had 4 open houses and one agency meeting. We now have a lot of data to go through and will hopefully put that out later this month.

- We also have established a Plan Commission Subcommittee. In your city email, there is a poll/survey if you could take that regarding Comp Plan group interests, dates, and times of availability. Also, for the Plan Commission Workshops there will be scheduled times beginning in May dedicated to the Comp Plan.
- **City Council Member Liaison - Kitty Klitzke**
 - CM Klitzke is absent therefore there is no report.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Comprehensive Plan Periodic Update – Transportation Visioning and Recent Policy Direction Review
 - Presentation provided by Colin Quinn-Hurst
 - Questions asked and answered.
 - Discussion ensued.
- Six-Year Streets Capital Improvement Plan Update
 - Presentation provided by Kevin Picanco.
 - Questions asked and answered.
 - Discussion ensued.
 - Requested action is to confirm the consistency and recommend to the Plan Commission. Vice-President Young took a motion to make this requested action as presented by staff. So moved by Commissioner Pangborn of the Transportation Commission. Seconded by Commissioner Bjordahl. No discussion. **Vote: 5-0-0. Motion passes unanimously.**
- Complete Streets Policy Update
 - Presentation provided by Jon Snyder.
 - Questions asked and answered.
 - Discussion ensued.

Workshops Adjourned at 3:54PM.

The next regularly scheduled Plan Commission meeting is scheduled for Wednesday, April 23, 2025.



2026-2031 Transit Development Plan

May 2025

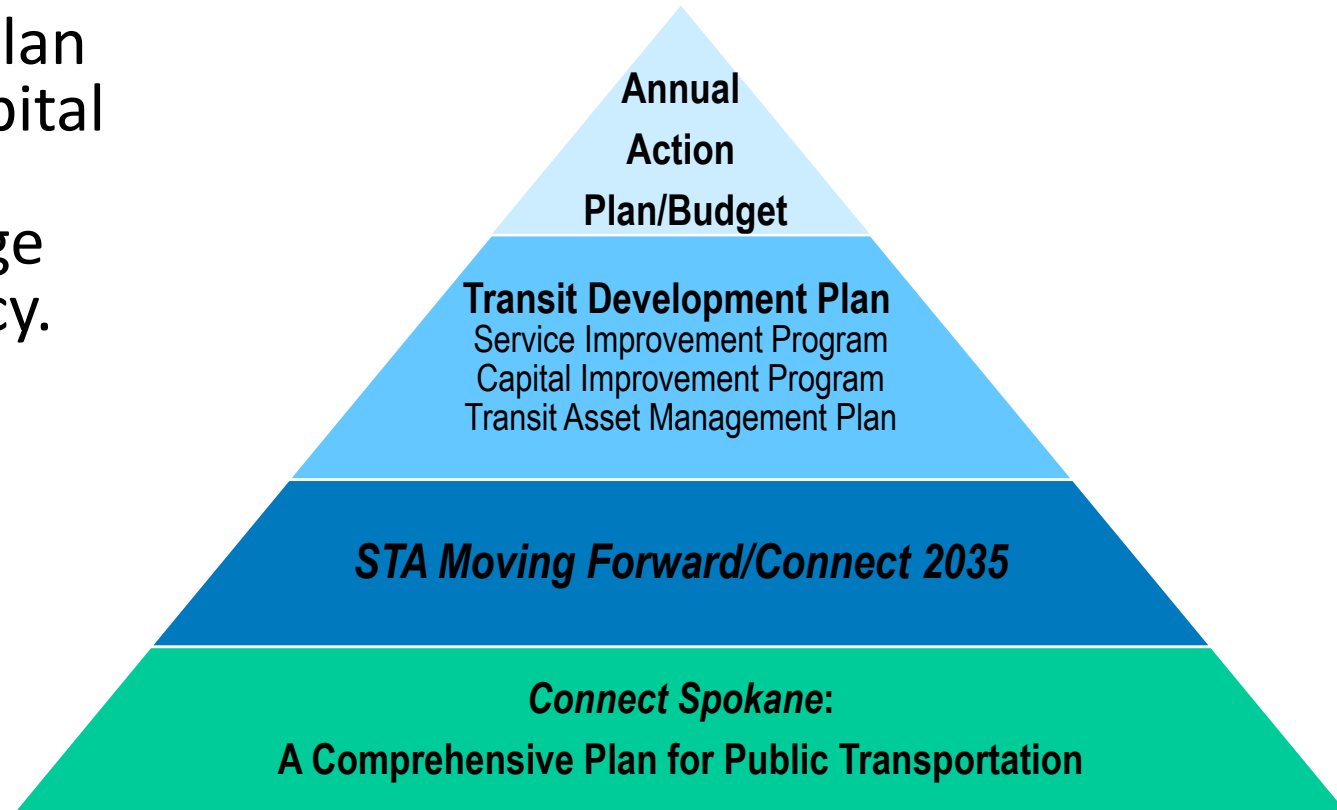
City of Spokane

Transportation Commission



Transit Development Plan

- The TDP is a mid-range, six-year plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency.
- Plan sections:
 - Agency Information
 - Previous Year in Review
 - Mid-Range Tactical Framework
 - Service Improvement Program (SIP)
 - Capital Improvement Program (CIP)
 - Operating and Financial Projections



Service Improvement Program (SIP)

- Outlines planned Fixed Route service changes set to take place in 2026, 2027 and 2028
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
 - STA Moving Forward (STAMF) related projects
 - Adopted Connect 2035 initiatives
 - Concepts may continue to implement Connect Spokane design principles
 - Response to route performance evaluation results
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

Service Improvement Program (SIP)

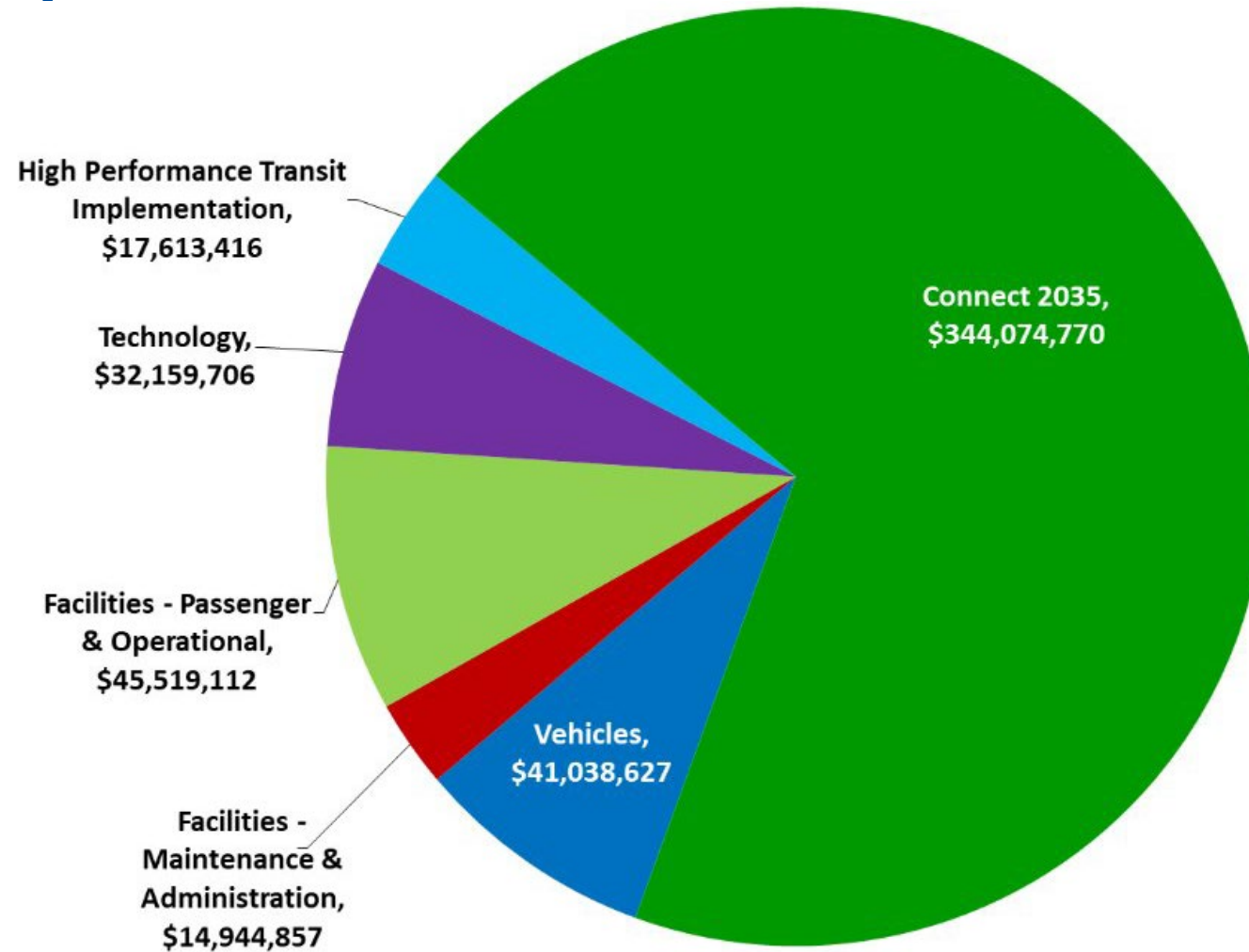
- The planned service improvement themes are listed in the table below and described further in the following slides.

2026	2026 focus on the completion of projects from <i>STA Moving Forward</i> , including the potential pilot expansion of STA service into northern Idaho as well as optimization of routes in northern Spokane.
2027	2027 are focused on implementation of <i>Connect 2035</i> Mobility on Demand Pilots and the completion of Argonne Station Park and Ride.
2028	2028 are primarily focused on adjusting routes in greater Spokane Valley to incorporate Argonne Station Park and Ride.

Capital Improvement Program (CIP)

- Outlines planned capital expenditures for a six-year period through 2030
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants

2026-2031 CIP by Program Category - \$495,350,488



FTA: Programs of Projects (POP)

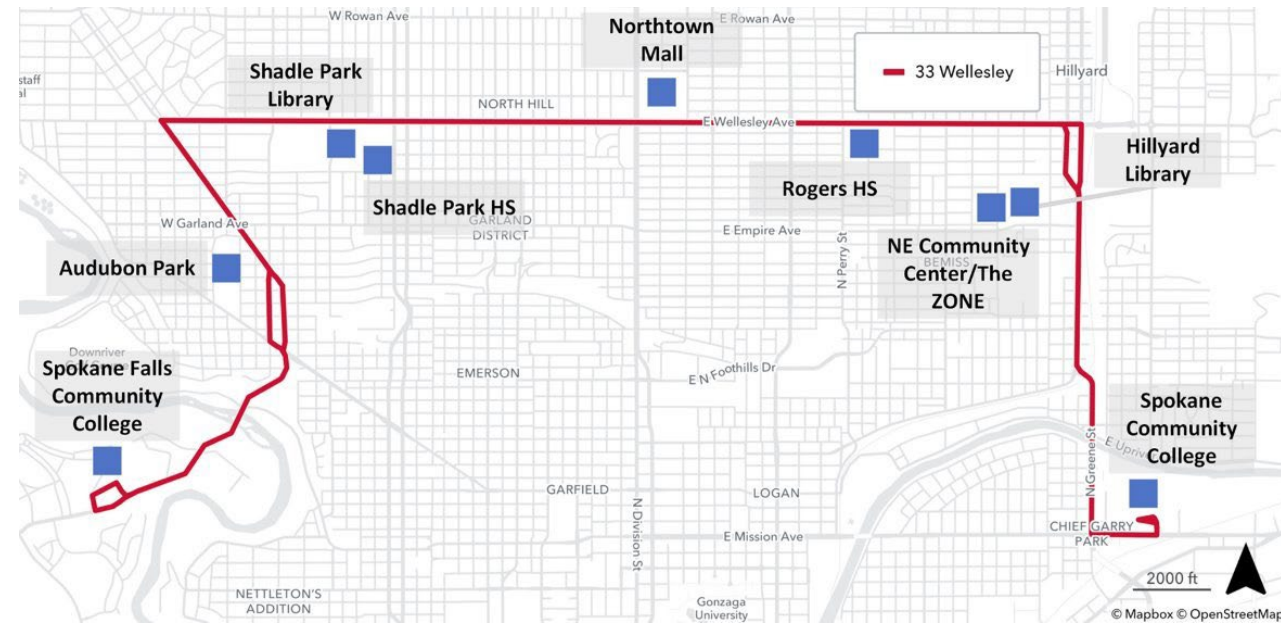
- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region.
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

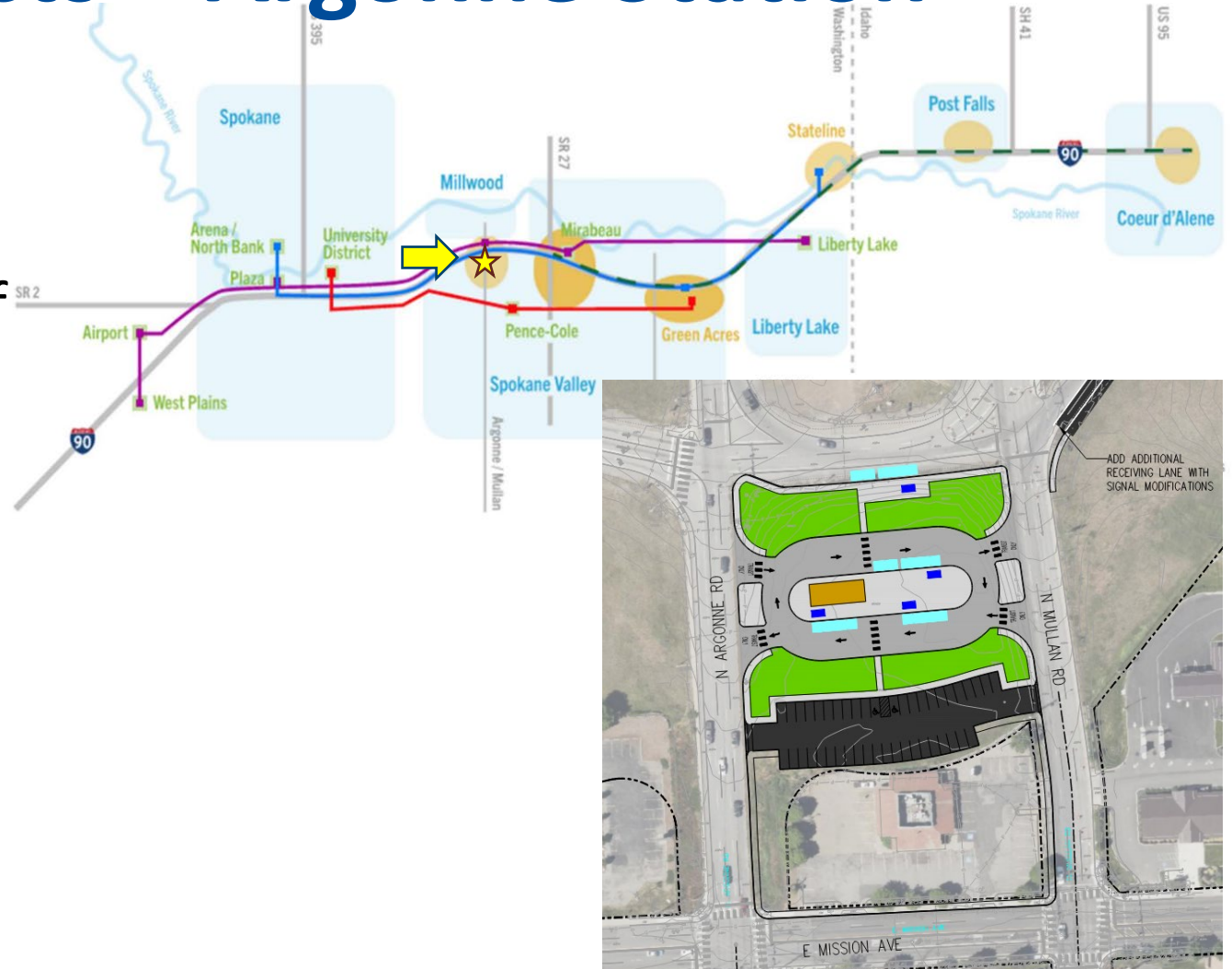
Featured CIP Projects – Wellesley HPT

- This High Performance Transit (HPT) route will support the Wellesley corridor and benefit a significant number of Spokane residents and employees
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- This project would invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders



Featured CIP Projects – Argonne Station

- As part of I-90/Valley HPT Corridor, Argonne Station will improve quality and capacity of service between SIA, COS, and COSV
 - 4 boarding/alighting bays
 - Approx. 40 parking spaces
 - Signal improvements & transit only lane for EB on-ramp
 - Accessibility and pedestrian improvements
 - Coach operator support facilities



Next Steps

Date	Description
May 22, 2025	Draft TDP published, public comment period begins
May 27, 2025	Community Assembly: Pedestrian, Transportation, and Traffic Committee meeting
My 28, 2025	SRTC Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC) meeting
June 5, 2025	Virtual Open House
June 9, 2025	In-person Open House
June 11, 2025	STA Citizens Advisory Committee meeting
June 12, 2025	SRTC Board of Directors meeting
June 26, 2025	STA Board of Directors – Public Hearing, pubic comment period ends
July 24, 2025	STA Board of Directors – Proposed plan adoption



Thank you!

<https://spokanetransit.com/tdp>

Madeline Arredondo

Associate Transit Planner

marredondo@spokanetransit.com



Citizens Transportation Advisory Board Annual Report for 2024



[Pavement Rating - City of Spokane, Washington](#)

**Abigail Martin, Transportation Benefit District
(TBD) Administrator**

***Presentation to Transportation Commission for
feedback in advance of presentation to City
Council***

Citizens Transportation Advisory Board (CTAB)– History

Spokane’s Transportation Benefit District was formed in 2011 pursuant to a state law that laws local cities to create special districts to help fund transportation infrastructure through local car tab fees. In its enabling legislation, the City Council designated itself as the governing board of the TBD, and shortly thereafter created the Citizens Transportation Advisory Board (CTAB) to provide citizen oversight of the use of the funds collected by the district.

Since its creation in 2011, and until it was dissolved in 2024, CTAB provided crucial citizen oversight of transportation projects funded by the TBD funds. The CTAB ensured that funded projects were consistent with the parameters established in Chapter 8.16 of the Spokane Municipal Code (SMC) governing the use of TBD funds. Specifically, city law provides the monies are to be used specifically for projects that serve to

Reduce risk of transportation facility failure and improve safety, decrease travel time, increase daily and peak period trip capacity, improve modal connectivity, and preserve and maintain optimal performance of the infrastructure over time to avoid expensive infrastructure replacement in the future.

- Chapter 8.16.060.B., Spokane Municipal Code

Projects funded by the TBD must be identified in the 6-year Pavement Maintenance Program element of the City’s 6-year Comprehensive Street Program. The 6-year Pavement Maintenance Program establishes the work components of the program, including: pothole repair, sub-grade repair, crack sealing, skin patching, thick overlay, grind/overlay, and utility cut patching, in addition to other maintenance programs such as leaf pick-up, snow removal, street sweeping, street grading, restriping, weed control, and pavement maintenance and repair for the City’s 760 lane miles of arterial streets and 1,460 lane miles of residential streets.

Over the years CTAB primarily has chosen to implement projects that benefitted residential streets. Pursuant to SMC 8.16.060.A, about 10% of the funds generated by the TBD are directed to implement the pedestrian program of the 6-year Comprehensive Street Program, including sidewalks.

CTAB Board Members

Lindsey Shaw	District 1	Expires 8/1/2025
Vacant	District 1	
Vacant	District 2	
Vacant	District 2	
Vacant	District 3	
Vacant	District 3	
Grant Shipley	Bicycle Advisory Board (BAB)	Expires 11/11/2024
Cliff Winger	Plan Commission	
	Transportation	
	Subcommittee (PCTS)	Expires 11/11/2024
Vacant	Human Rights Commission	Expires 11/11/2024
Randy McGlenn- Chair	Pedestrian Transportation	Expires 3/12/2024
	Traffic, Community	
	Assembly	

TBD Governing Board

Betsy Wilkerson	Chair
Michael Cathcart	District 1
Jonathan Bingle	District 1
Paul Dillon	District 2
Lili Navarrete	District 2
Zack Zappone	District 3
Kitty Klitzke	District 3

Since its inception, the CTAB has submitted an annual report to the City Council on its progress in carrying out its responsibilities as well as its recommendation of funding for specific projects.

In 2024, the City Council overhauled the citizen oversight of transportation infrastructure and created a new Transportation Commission, a nine-member citizen body charged with broad oversight of the city's transportation endeavors. In the process, the CTAB was phased out and its oversight responsibilities transferred to the new commission. In anticipation of these organizational and structural changes, the CTAB recommended a 2024 and a 2025 work plan to the City Council for funding. Those projects were:

Annual fund collection over time

Funds collected 2011	\$522,382.20
Funds collected 2012	\$2,520,311.82
Funds collected 2013	\$2,547,688.44
Funds collected 2014	\$2,786,148.50
Funds collected 2015	\$2,741,101.64
Funds collected 2016	\$2,889,405.93
Funds collected 2017	\$2,957,528.89
Funds collected 2018	\$3,065,198.38
Funds collected 2019	\$3,067,544.60
Funds collected 2020	\$3,350,186.86
Funds collected 2021	\$3,429,482.95
Funds collected 2022	\$3,372,672.17
Funds collected 2023	\$3,381,612.28
Funds collected 2024	\$3,320,619.64
Total Revenue To Date	\$39,951,884.30

Annual fund distribution by type of work over time

	<u>2011-2014</u>	<u>2015</u>	<u>2016</u>
Admin	\$18,090.24	\$12,975.86	\$16,595.30
Grind & Overlay	\$2,217,286.00	\$1,100,166.90	\$1,427,323.61
Chip Seal	\$2,015,184.92	\$535,184.97	\$758,693.92
Crack Seal	\$901,295.73	\$532,113.06	\$464,996.07
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$0.00
Sidewalk	\$739,776.49	\$334,861.20	\$55,847.76
Other*	\$346,675.36	\$51,765.89	\$0.00
<u>Total</u>	<u>\$6,238,308.74</u>	<u>\$2,567,067.88</u>	<u>\$2,723,456.66</u>

	<u>2017</u>	<u>2018</u>	<u>2019</u>
Admin	\$21,042.61	\$19,855.52	\$16,377.46
Grind & Overlay	\$971,615.27	\$995,665.91	\$1,553,434.65
Chip Seal	\$708,628.61	\$1,432,386.41	\$1,165,309.07
Crack Seal	\$97,469.18	\$27,079.54	\$279,524.31
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$0.00
Sidewalk	\$38,754.68	\$294,939.96	\$394,415.48
Other*	\$48,983.29	\$277,907.26	\$492,010.76
<u>Total</u>	<u>\$1,886,493.64</u>	<u>\$3,047,834.60</u>	<u>\$3,901,071.73</u>

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Admin	\$9,127.06	\$9,764.61	\$8,226.73	\$25,132.15
Grind & Overlay	\$183,315.82	\$1,517,719.15	\$2,386,040.72	\$4,031,033.62
Chip Seal	\$40,295.01	\$1,612,018.35	\$894,401.04	\$472,764.56
Crack Seal	\$145,980.36	\$21,638.74	\$0.00	\$0.00
Mirco Overlay/Slurry Seal	\$0.00	\$0.00	\$180,726.58	\$9,511.92
Sidewalk	\$317,620.88	\$42,989.99	\$88,304.80	\$595,550.24
Other*	\$412,962.90	\$0.00	\$0.00	\$0.00
<u>Total</u>	<u>\$1,109,302.03</u>	<u>\$3,204,130.84</u>	<u>\$3,557,699.87</u>	<u>\$5,133,992.49</u>

	<u>2024</u>	<u>Total</u>	<u>%</u>
Admin	\$33,288.90	\$190,476.44	0.50%
Grind & Overlay	\$1,821,448.71	\$18,205,050.36	48.10%
Chip Seal	\$2,586,775.68	\$12,221,642.54	32.29%
Crack Seal	\$0.00	\$2,470,096.99	6.53%
Mirco Overlay/Slurry Seal	\$0.00	\$190,238.50	0.50%
Sidewalk	\$35,965.64	\$2,939,027.12	7.77%
Other*	\$0.00	\$1,630,305.46	4.31%
<u>Total</u>	<u>\$4,477,478.93</u>	<u>\$37,846,837.41</u>	<u>100.00%</u>

Projects from latest program and RES cycle

	<u>Active Project Allocations (original project budget per RES)</u>	<u>Expenditures to Date</u>	<u>Estimated Remaining Obligation</u>	<u>Design Phase (project not bid nor awarded)</u>
2023 Chip Seal	\$1,592,050	\$1,832,926	\$0	
2024 Chip Seal	\$1,709,464	\$1,063,592	\$0	
2025 Chip Seal	\$1,629,518	\$196,509	\$0	\$1,433,009
2024 Grind & Overlay	\$1,813,623	\$1,802,299	\$0	
2025 Grind & Overlay	\$1,896,123	\$42,245	\$0	\$1,853,878
Driscoll/Alberta/Cochran Sidewalks	\$640,000	\$465,608	\$100,000	
Haven Sidewalks	\$0	\$0	\$100,000	
North Hillyard Sidewalks	\$0	\$696	\$0	\$999,304
Total:	\$9,280,778	\$5,403,874	\$200,000	\$4,286,192

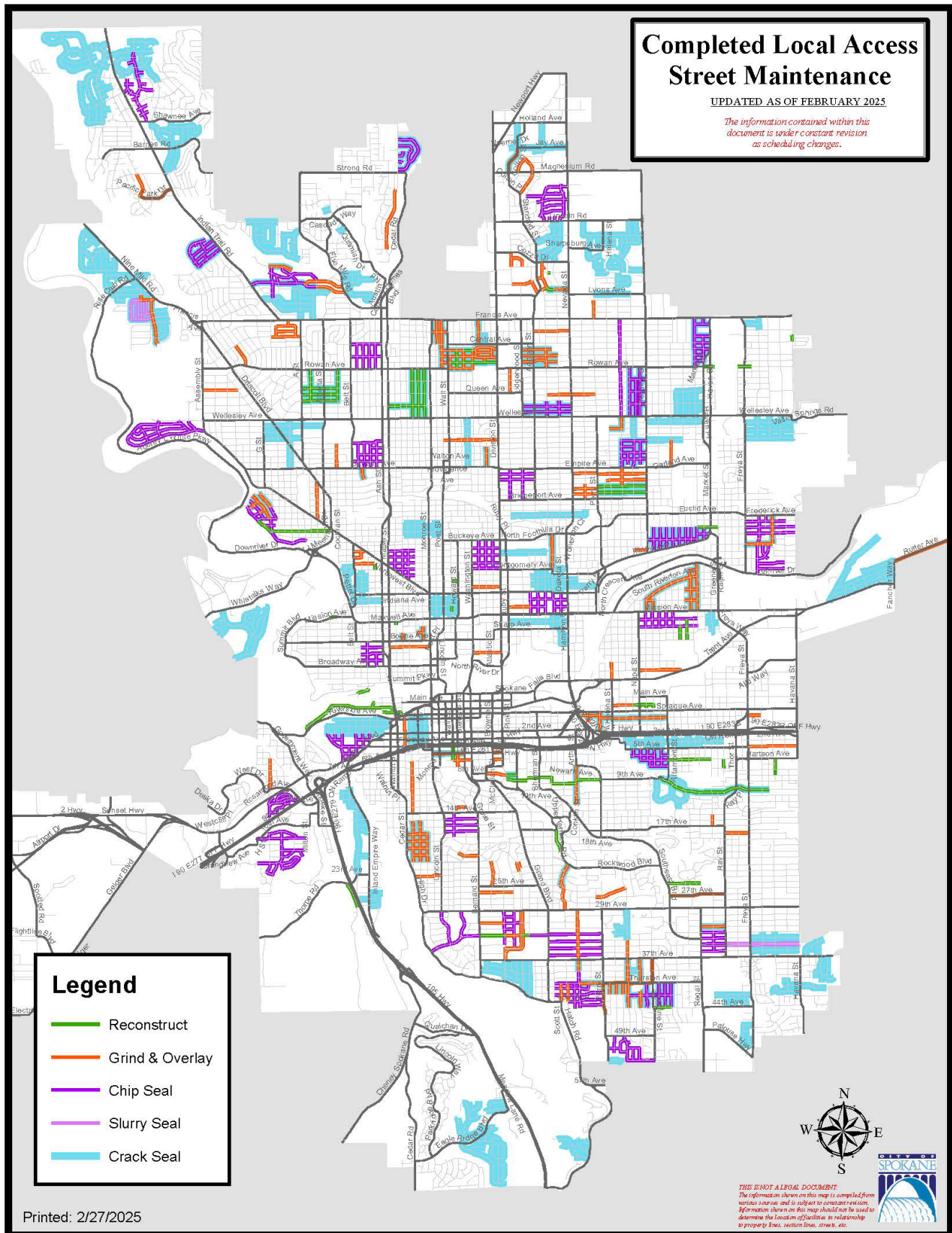
<u>Funds Collected</u>	<u>Funds Spent</u>	<u>Obligations</u>	<u>Funds rolled to 2025</u>
\$39,951,884	\$37,846,837	\$200,000	<u>\$1,905,047</u>

<u>Funds rolled to 2025</u>	<u>Estimated 2025 Rev</u>	<u>2025 Program Recommendations</u>	<u>Funds rolled to 2026</u>
\$1,905,047	\$3,200,000	\$4,286,192	<u>\$579,406</u>

<u>Funds rolled to 2026</u>	<u>Estimated 2026 Rev</u>	<u>2026 Program Recommendations</u>	<u>Funds rolled to 2027</u>
\$579,406	\$3,200,000	To be determined	<u>\$3,779,406</u>

	<u>2025 Recommendations</u>	<u>2025 Recommendations less prior costs</u>
Grind & Overlay	\$1,896,123	\$1,853,878
Chip Seal	\$1,629,518	\$1,433,009
Crack Seal	\$0	\$0
Infill Sidewalk	\$1,000,000	\$999,304
Reconstruction	\$0	\$0
Mirco Overlay	\$0	\$0
Pave Unpaved Roadway	\$0	\$0
New Sidewalk Prog	\$0	\$0
Admin	\$0	\$0
Street Dept Contribution	\$0	\$0
<u>Total:</u>	<u>\$4,525,641</u>	<u>\$4,286,192</u>

Geographic layout of last five years of projects by type



Geographic layout of projects in 2024

Completed - 2024 Local Access Projects

UPDATED AS OF FEBRUARY 2025

The information contained within this document is under constant revision as scheduling changes.

Legend

- Reconstruct
- Grind & Overlay
- Chip Seal
- Crack Seal



THIS IS NOT A LEGAL DOCUMENT
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

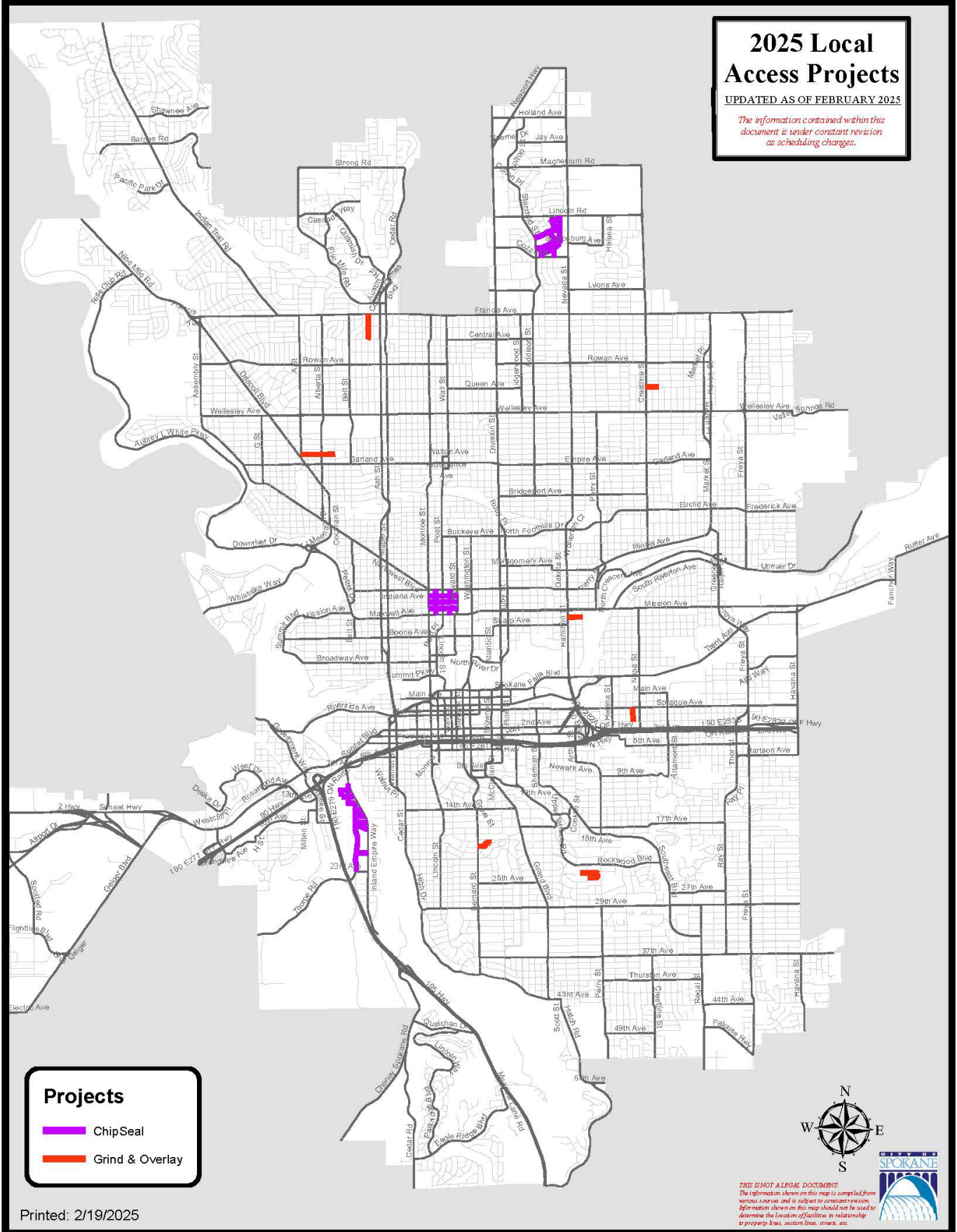
Printed: 2/27/2025

Geographic layout of projects scoped for/underway for 2025

2025 Local Access Projects

UPDATED AS OF FEBRUARY 2025

The information contained within this document is under constant revision as scheduling changes.



Ongoing outreach and communication efforts

The Transportation Benefit District continues its outreach endeavors. The CTAB, in 2023, set aside funding for signs to be made that could stand up during project construction so as to alert passersby and users that the residential street repair/sidewalk construction they are witnessing is funded through their car tab fees! Those efforts continue as part of a broader campaign to inform our community about the purpose behind their \$20 car tabs- maintenance, investment, and improvements to our city infrastructure specifically related to transportation.

TBD 6 Year Project Selection

This *presentation focuses on the development of the 6-Year Local Access Project list. 2025 Projects are currently being designed. Future year project review & selection is needed to provide a balanced plan between the Council Districts within yearly budget constraints. Past location suggestions have been collected and data compiled to provide the TC with statistics and estimates on each. A planning worksheet will be provided by city staff to aid in this selection process. Additional location(s) data will be provided upon request.

*The presentation will be given during the Transportation Commission meeting.

Parking Services Plans and Programs Q1/Q2 2025

City of Spokane – Parking Services

Luis Garcia, Director - lgarcia@spokanecity.org



-
- Parking System
 - Paid Parking Device Installation
 - LPR and Parking Data Analysis
 - Parking Programs

Parking System

- Overview



Paid Parking Device Installation



- How did we get here?
- What's our goal?
- What's been done and why?
- Where are we headed?


License Plate Recognition and Parking Data Analysis

- What is License Plate Recognition?
- How is it used?
- Parking Data Analysis Pilot
- Data Analysis RFP



Parking Programs

- 2+ Pilot
- Parking Permits
- Curb Management



2+ Hours PLUS

	1 Hour	2 Hours	3 Hours	4 Hours	5 Hours
Rate/Hour	\$1.70	\$1.70	\$2.20	\$2.70	\$3.20
Total	\$1.70	\$3.40	\$5.60	\$8.30	\$11.50

In this 2-Hour Limit Zone, you can stay beyond 2 hours if using ParkMobile.

Big plans for the evening? The City of Spokane is launching a new pilot program at on-street spaces in the Entertainment Parking District. This will allow visitors to park beyond the standard two-hour limit – making it easier than ever to enjoy dinner and a show without having to move your vehicle.

The 2+ parking program will allow ParkMobile users to pay for more than two hours of parking immediately, or extend parking as needed.

Important Information

- **2+ parking is only available when using [ParkMobile](#).** If you pay at the device, the option is *not* available.
- **A 2+ sticker will be present** on devices in the Entertainment Parking District pilot area.
- The first 2 hours cost \$1.70/hour, with rates increasing by \$.50/hour for every hour parked up to 11 hours.
- You will need to **know your license plate number** and enter it correctly. Enter the full license plate number as it reads on your vehicle registration. Be sure to distinguish 0 (zero) from the letter O.
- **Parking enforcement can see payment automatically** on their enforcement equipment and will know if you paid at a device or with ParkMobile.
- **No repark allowed.** If you leave and have parked for 2 hours or longer you cannot return to the same block.

The City's goal is to make parking **EASY, ACCESSIBLE, and CONVENIENT!**

Questions?

ORDINANCE NO. C - _____

An ordinance updating the City of Spokane's Complete Streets Program; amending Sections 04.40.080, 17H.020.010, 17H.020.030, 17H.020.040, and 17H.020.060; adopting new Sections 17H.020.015, 17H.020.055, 17H.020.070, and 17H.020.080; and repealing Sections 17H.020.020 of the Spokane Municipal Code.

WHEREAS, the Transportation Commission was created in 2024 when the City Council enacted Ordinance C36517, which, when codified in Chapter 04.40 of the Spokane Municipal Code, established the commission and set forth its duties and responsibilities; and

WHEREAS, since creation of the Transportation Commission in 2024, the City Council has enacted changes to Chapter 16A.64 of the Spokane Municipal Code, including changing the name of the traffic calming program to the "Safe Streets for All," program; and

WHEREAS, the "Complete Streets Program," codified in Chapter 17H.020 of the Spokane Municipal Code in 2011, has not been updated since its initial enactment and does not reflect creation of the Transportation Commission; and

WHEREAS, the City Council wishes to update the Complete Streets Program and make additional changes to the Transportation Commission duties to reflect its role with respect to Complete Streets Program;

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. That Section 04.40.080 of the Spokane Municipal Code is amended to read as follows:

Section 04.40.080 **Duties and Responsibilities**

The Transportation Commission shall have the following duties and responsibilities:

A. The Transportation Commission shall study significant transportation issues and make recommendations to the Mayor and Council, consistent with [Chapter 16A.84](#) and [Chapter 17H.020](#) of the Spokane Municipal Code and the City's Comprehensive Plan (Transportation Element), and with due regard for the following considerations:

1. Meet mobility needs by providing facilities for all transportation options, including walking, bicycling, public transportation, private vehicles, and other choices.

2. Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.
 3. Encourage open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
 4. Study and promote technological advancements in transportation infrastructure design, materials, and methods that improve safety, reduce maintenance costs, and enhance performance.
 5. Prioritize the safety of people walking, pursuant to [SMC 16A.84.020](#).
 6. Collaborate with the Plan Commission to make recommendations for the City's transportation system that further the goals of the Comprehensive Plan and support the City's vision for the development and redevelopment of land.
- B. The Transportation Commission may consider and make recommendations on specific transportation projects as determined by the annual work plan and upon request by City staff or major stakeholders.
- C. Six-Year Comprehensive Street Program - The Transportation Commission, in consultation with the Plan Commission, shall review and make recommendations on street improvements as part of the Six-Year Comprehensive Street Program. The Transportation Commission shall review requested exceptions to the Complete Streets Program as required by SMC Chapter 17H.020. Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.
- D. Transportation Benefit District - The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:
1. Use of Transportation Benefit District (TBD) program funds; and
 2. Use of funds allocated by the Street Department for residential/local access street maintenance; and
 3. Required investments in pedestrian improvements per [SMC 08.16.060](#).
- The Transportation Benefit District (TBD) Administrator and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty. The Street Department shall assist with identification of residential/local access streets appropriate for repair.
- E. Bicycle Master Plan - The Transportation Commission, in consultation with the Plan Commission and Bicycle Advisory Board, may initiate revisions to the Bicycle Master Plan and recommend projects and policies that support bicycling as a viable and safe

form of transportation in the city of Spokane. The Planning and Economic Development Services Department and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.

- F. Pedestrian Master Plan - The Transportation Commission, in consultation with the Plan Commission, shall review and recommend updates to the Pedestrian Master Plan as required by [SMC 16A.84.030](#). The Planning and Economic Development Services Department and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.
- G. Parking System - The Transportation Commission shall make recommendations for changing parking rates for on-street parking and recommend policies or projects to improve the parking environment. The Transportation Commission shall make funding recommendations for Parking System Fund eligible projects and activities as prioritized by the City Council in [SMC 07.08.130](#). The City Parking Manager and the Code Enforcement and Parking Services Department shall provide staff support to the Transportation Commission to help fulfill this duty.
- H. ~~((Traffic Calming))~~ Spokane Safe Streets for All Program - The Transportation Commission shall make annual recommendations to the City Council on the following:
1. the addition, relocation, or removal of automated traffic safety cameras consistent with [Chapter 16A.64](#) of the Spokane Municipal Code and state law;
 2. Recommendations for projects and priorities to be funded by revenues generated from automated traffic safety cameras, consistent with state and local provisions governing the use of such funds; and
 3. the operation of the automated safety program and any contracts associated with its implementation.

The Commission may make recommendations more frequently than annually as needed. Nothing in this subsection shall affect camera locations, projects or expenditures previously approved by the City Council as of the effective date of this ordinance. The Manager of Neighborhood Connectivity Initiatives and Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill these duties.

- I. Annual Report – The Transportation Commission shall issue an annual report on the state of transportation in the city of Spokane. This report shall include the status of transportation projects, progress of Complete Streets Implementation, transportation improvement expenditures, revenues, construction schedules, any newly acquired data and predictive analytics, and the status and outcome of any transportation studies. Pursuant to RCW 36.73.160, the report shall satisfy the reporting requirements of the Transportation Benefit District.

- J. Annual Work Plan - The Transportation Commission shall establish an annual work plan in consultation with the directors of Integrated Capital Management, Planning and Economic Development Services, Street Department, Code Enforcement and Parking Services, the Transportation Benefit District Administrator, and the Manager of Neighborhood Connectivity Initiatives. The annual work plan shall be adopted by the City Council.
- K. At least once per year the Commission shall convene an ad hoc subcommittee, composed of Commission members and city staff, to review the details of all collisions occurring in the prior year that involve vehicles, bicycles and/or pedestrians and which result in death or serious injury on public ways within the City. After such review, the ad hoc subcommittee may propose design modifications to enhance roadway safety. Such recommendations need not be limited to the particular location of the incident and may propose system-wide changes if appropriate. The ad hoc subcommittee shall present its findings to the full commission either separately or as part of an annual report on fatal and serious injuries in the public way.
- L. The Commission shall meet no less than once per month, and may meet more frequently as needed or cancel regular meetings as circumstances may dictate.

Section 2. That Section 17H.020.010 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.010 Purpose

The purpose of the Complete Streets Program is to ensure all users are planned for in the construction of all City transportation improvement projects as outlined in the Comprehensive Plan and detailed in the adopted ~~((Bike))~~ Bicycle Master Plan, Bicycle Priority Network, and Pedestrian Master Plan, and the American with Disabilities Act (ADA) Transition Plan.~~((In enacting this ordinance, the City of Spokane encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents in the City of Spokane by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.))~~ This ordinance creates a balanced transportation system by providing safe, accessible, and efficient connections between destinations, and at the same time, encourages healthy and active living, reduces traffic congestion, greenhouse gas emissions, tire particulate pollution and noise pollution, accommodates all users of roadways, and improves the safety and quality of life of City of Spokane residents by providing safe, accessible and efficient routes for walking, bicycling, and public transportation systems. The Complete Streets Program will improve street connectivity of all modes and better integrate land use and transportation planning.

Section 3. That there is adopted a new Section 17H.020.015 of the Spokane Municipal Code to read as follows:

Section 17H.020.015 Definitions

For the purpose of this chapter, the following words shall be defined as follows:

Term	Definition
Complete Street	<p>A “Complete Street” is a road designed to be safe for users of all ages and abilities and exhibits a high degree of multimodal level of service informed by various plans adopted by the City of Spokane.</p> <p>The “Complete Street Program” focuses not just on individual roads but on changing the community and engineering decision-making process so that all users are routinely considered during the planning, designing, building, and operating of all roadways.</p>
Street Project	<p>"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair or patching potholes, paving unpaved streets, or interim measures on detour routes. If safety and convenience can be improved within the scope of pavement resurfacing such as grind and overlay and restriping, such projects shall implement Complete Streets as outlined in the adopted Bicycle Master Plan, Bicycle Priority Network, Pedestrian Master Plan and the Americans with Disabilities Act Transition Plan to provide access and increase safety for all users. Grind and overlay and restriping projects shall be limited to striping elements as called for in the Bicycle Master Plan, the Bicycle Priority Network, and the Pedestrian Master Plan. Changes to existing signalization shall not trigger additional Complete Streets elements.</p>

Users	"Users" mean individuals that use streets, including people walking, people using wheeled assisted mobility devices such as wheelchairs, people riding bicycles, people using micromobility devices, people driving automobiles, people driving freight delivery vehicles, and people using transit options, people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.
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Section 4. That Section 17H.020.020 of the Spokane Municipal Code is hereby repealed.

Section 5. That Section 17H.020.030 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.030 Freight/Truck Routes

Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be ~~((the major))~~ a priority on streets classified as truck routes as designated by SMC 12.08.020. Complete Street improvements that are consistent with freight mobility but also support other modes shall be considered for these streets.

Section 6. That Section 17H.020.040 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.040 Complete Streets Implementation

- A. All street projects shall include Complete Streets elements as called for in the Bicycle Master ((Bike)) Plan, ((and)) Pedestrian Master Plan, and the Americans with Disabilities Act (ADA) Transition Plan. Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. It is the City's intent that all allowable sources of transportation funding be drawn upon to implement Complete Streets projects. ~~((The City believes that maximum financial flexibility is important to implement Complete Streets principles. The City believes a Complete Streets program will increase connectivity for all modes of travel within the City.))~~
- B. The implementation of various Complete Streets elements will utilize the ~~((latest and best design criteria and the design of various complete streets components to be implemented shall be based on a context sensitive approach, with the analysis of the street's existing conditions, and the present/future needs for all users.))~~ National

Association of City Transportation Officials (NACTO) Design Guidance, including Urban Street Design Guide and Urban Bikeway Design Guide, as well as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and other best practices; provided, certain projects may be required to follow the Washington State Department of Transportation (WSDOT) or Federal Highway Administration (FHWA) standards, which may supersede other design standards.

C. Complete Streets components to be implemented shall be based on a context-sensitive approach, using a Safe Systems framework as defined in RCW 47.04.010, with the analysis of the street's existing conditions, and the present and future needs for all users.

D. The City will provide continuing education opportunities through various state and national providers, associations, and experts on Complete Streets and urban street design and implementation for identified staff that implement Complete Streets.

Section 7. That Section 17H.020.050 of the Spokane Municipal Code is hereby repealed.

Section 8. That there is adopted a new Section 17H.020.055 of the Spokane Municipal Code to read as follows:

Section 17H.020.055 Limited Exceptions to the Complete Streets Program

A. The following situations are limited exceptions to the Complete Streets Program:

1. Major catastrophic repairs where roadway function has been significantly lost due to situations such as wildfires, sinkholes, flooding, or sudden unanticipated bridge failure.
2. Where a reasonable and equivalent project with a high degree of multimodal level of service that provides transit or active transportation access to the most significant trip generators on the street, along the same corridor, is already programmed to provide Complete Streets elements.
3. When future development, anticipated within the next six years, will be required to build frontage improvements with Complete Streets elements.
4. Grind and overlays, chip seals, crack sealing, and similar maintenance projects may not be required to install new curb, gutter or sidewalk for the length of the project, provided new and replacement ADA ramps must be installed with grind and overlays. City staff shall look for opportunities to install smaller improvements,

including but not limited to bus boarding pads and crosswalk elements that best fit within the scope and budget of the project.

- B. Requested exceptions to the Complete Streets program shall be reviewed by the Transportation Commission, and recommendations regarding exceptions shall be made to the City Council. The City Council must approve exceptions in conjunction with the annual adoption of the 6-Year Street Plan or through a separate Council approval and action on specific project(s) not included in the 6-Year Street Plan; provided, exceptions requested for major catastrophic repairs may be reviewed by the City Council on an emergency basis without prior review by the Transportation Commission.

Section 9. That Section 17H.020.060 of the Spokane Municipal Code is amended to read as follows:

Section 17H.020.060 Performance Measures

- A. Performance measures monitoring the progress of Complete Streets implementation will be ~~((established and an annual progress report which will be submitted))~~ included with the Transportation Commission's annual report to the ~~((city council))~~ City Council.
- B. Performance measures established through the Complete Streets program shall utilize existing reporting done for concurrency certification and state and federal grant programs.
- C. Performance measures shall include but are not limited to annual fatalities and serious injuries of all modes of travel, measurements of vehicle miles travelled in the city of Spokane, transit boardings in the city of Spokane, annual micromobility trips with a provider under contract with the City of Spokane, and new transit and active transportation facilities built in the city of Spokane.

Section 10. That there is adopted a new Section 17H.020.070 of the Spokane Municipal Code to read as follows:

Section 17H.020.070 Land Use Integration

- A. The City's Design Standards shall include context-sensitive elements determined by the adjacent land use.
- B. All new or revised land use policies, plans, zoning ordinances, or other relevant documents shall specify how they will support and complement the Complete Streets Program.

Section 11. That there is adopted a new Section 17H.020.080 of the Spokane Municipal Code to read as follows:

Section 17H.020.080 Multijurisdictional Coordination

The City recognizes that multi-jurisdictional contributions are necessary for an effective Complete Streets program and will work cooperatively with the Washington State Department of Transportation, the Spokane Regional Transportation Council, the Spokane Regional Health District, the Spokane Transit Authority, Spokane County Accessible Communities Advisory Committee and surrounding counties, cities, school districts, neighborhood councils, citizens, businesses and other interest groups to implement this chapter.

Section 12. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 13. Clerical Errors. Upon approval by the city attorney, the city clerk is authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

City Attorney

Mayor

Date

Effective Date

DRAFT