



Spokane Transportation Commission Agenda

Wednesday, October 15, 2025

4:00 PM

Hybrid – City Hall, 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 – 4:15	1. Roll Call	Planning Staff
	2. Approve 9/17/2025 meeting minutes	All
	3. President Report	Grant Shipley
	4. Secretary Report	Jon Snyder
	5. Additional Reports, if requested	All
	6. Approval of current agenda	All

Workshops:

4:15 – 4:30	1. STA Service Revision	Emily Poole, STA
4:30 – 4:45	2. Grand Boulevard Design	Brian Brisendine & Inga Note
4:45 – 5:00	3. Spokane Falls Boulevard Rebuild	Kevin Picanco & Lorena Croucher
5:00 – 5:10	4. TBD Large Vehicle Exemption	Jon Snyder
5:10 – 5:30	5. Traffic Calming Projects Narrowed List	Jon Snyder, Inga Note, & Colin Quinn-Hurst
5:30 – 5:40	6. Residential Street Rebuild Inventory	Clint Harris

Hearings: (All times below are approximate)

5:40 – 6:00	7. *Shared Streets Ordinance	Jon Snyder & Inga Note
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Adjournment: The next regularly scheduled TC meeting will be Wednesday, November 19, 2025.

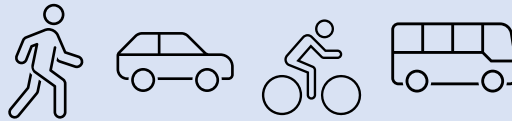
A quorum of the City Council may be present as liaisons to the Committee during this meeting.

*Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted at transportationcommission@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.

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 Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or 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.

Transportation Commission Meeting Information

Wednesday, October 15, 2025



Transportation Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at the Central Spokane Public Library 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)

[+1 323-618-1887,599315225#](tel:+13236181887599315225) 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 form where you can select either the hearing item(s) on which you wish to give testimony or general public testimony for items not on the agenda.

[SIGN UP](#)

The form will be open from 8:00am on 10/8/2025, until 3:00 p.m. on 10/15/2025. 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. Written public comments will be accepted on these items up to one hour prior to the start of the meeting.

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

Transportation Commission

Upcoming Agenda Items (All items are subject to change)

November 19, Transportation Commission (120 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
4:00 – 4:20	Meeting Briefing	Transportation Commission
	Grand Blvd	
	Sidewalk pilot project	
Hearing Items		
	Cycle 14 Traffic Calming final vote	

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Spokane Transportation Commission - Draft Minutes

Wednesday, September 17, 2025

Hybrid Meeting in City Hall Council Chambers & Microsoft Teams Teleconference

Meeting Minutes: Transportation Commission Workshop called to order at 4:01pm by Vice President Rhonda Young

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

- David Orcutt
- Ernest Barrett

Attendance for Plan Commission Workshop:

- Board Members Present: Vice President Rhonda Young, Mike Bjordahl, Raychel Callary, Joni Harris, Kaylee Jackman, Dylan Jouliot, Lauren Pangborn, President Grant Shipley (*arrived at 5:43pm)
- Board Members Not Present: None
- *Quorum Present:* Yes
- Non-Voting Members Present: CM Zappone, Community Assembly, NEPDA, Plan Commission, SPS, SRHD, SRTC, STA
- Non-Voting Members Not present: DSP/Downtown PBIA, PBIA East Sprague/East Sprague Parking & BID, S3R3 Solutions, U District, WSDOT
- Staff Members Present: Angie McCall, Jon Snyder, Colin Quinn-Hurst, Kevin Picanco, Nicole White, Abbey Martin, Inga Note, Matt Cozza, Marlene Feist, Emily King, Brian Brisendine, Mayra Marroquin, Jackson Deese, Andres Grageda, Alexander Gibilisco, Clint Harris, Virginia Ramos, Lisa Edwards

Minutes: Minutes from 8/20/2025 were approved unanimously.

Briefing Session:

- **Commission President Report - Absent during this time (therefore no report)**
- **Secretary Report - Jon Snyder**
 - Jon had a couple items to discuss:
 - He mentioned that there will be a Work Group to discuss and work through the new TC annual report. Commissioners that volunteered were: Mike Bjordahl, Raychel Callary, and Dylan Jouliot.
 - He introduced Matt Cozza from City Legal who will be working with the Transportation Commission.
 - The asphalt strike is over which will help benefit some of the projects that the city is currently working on.
 - The Mayor did an interview regarding Week Without Driving coming up from September 29th - October 5th.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Transportation Projects Update
 - Presentation provided by staff member Kevin Picanco.
 - Questions asked and answered.
 - Discussion ensued.
 - SRTC Draft Metropolitan Transportation Plan
 - Presentation provided by Jason Lien, SRTC.
 - Questions asked and answered.
 - Discussion ensued.
- *The recording began here due to technical difficulties.***
- Shared Street/Ped Street Downtown and Parklet/Sidewalk Seating Permitting
 - Presentation provided by staff members Inga Note & Colin Quinn-Hurst.
 - Questions asked and answered.
 - Discussion ensued.
 - Comp Plan Transportation Chapter Update
 - Presentation provided by staff member Colin Quinn-Hurst.
 - Questions asked and answered.
 - Discussion ensued.

Hearing:

- Traffic Calming Project Select for Cycle 14 (2027 Construction)
 - Presentation provided by staff member Jon Snyder.

Public Comment

- Jake Walters & Helena Ta'avao - Cliff Cannon Neighborhood Council
 - Ernest Barrett
 - Brian Muegge
- Questions asked and answered. Staff members Inga Note and Abbey Martin also helped answer questions in addition to Jon Snyder.
 - Discussion ensued.
 - No action was taken by the commission.

Meeting Adjourned at 6:10 PM.

The next regularly scheduled Transportation Commission meeting will be held on October 15, 2025.



Date: 2025-10-15

Subject: Grand Blvd from 14th to 29th Restriping

SUMMARY:

Grand Blvd is a 4-lane major arterial that serves the Manito, Rockwood, and Comstock neighborhoods, providing connectivity to downtown Spokane, I-90, and services like Sacred Heart and the Manito Shopping Center, as well as Manito Park.

BACKGROUND:

- PM Peak Hour: 16:00 -17:00
- Truck Traffic = 12% (ranges from UPS trucks to tractor trailers)
- STA Route 4: has 3 stops along Grand between 14th and 29th Ave

ISSUE:

Currently, Grand Blvd is a 4-lane undivided street with two auto lanes in each direction. This presents two main issues:

- 1) Multiple lanes of through traffic for pedestrians to cross increases conflict points
- 2) Vehicles turning left off Grand Blvd have to remain in a travel lane to wait for a gap to safely turn left, which puts them at risk of rear-end collisions, and forces traffic to pass on the right

POTENTIAL SOLUTIONS:

- 1) Reduce Grand Blvd to 3 lanes, with 1 auto lane in each direction and 1 center turn lane, install RRFB at 27th Ave for the Neighborhood Greenway crossing.
- 2) Maintain 4 lanes on Grand Blvd but reallocate one of the existing northbound (downhill) through lanes into a center turn lane, may need a PHB at 27th Ave for the Neighborhood Greenway.

IMPACTS:

- 1) The 3-lane configuration would be the safest option and increase travel times for the north and southbound approaches by approx. 30 s and 58 s respectively. This is due to traffic stopping behind the bus.
- 2) The 4-lane configuration would operate the best and increase travel times for the northbound approach by approx. 30 s, with the southbound travel time unchanged. The 2nd southbound lane allows passenger vehicles to pass slower moving trucks and buses.

NEXT STEPS:

We are presenting both options for a restriping for Transportation Commission's input and consideration.



Plotted On: Oct 02, 2025 - 7:17am C:\Users\jball\Documents\Working From Home\Grand Blvd - 13th to 29th\10 - Drawings\Auto CAD\Grand - 13th to 19th.dwg



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO
BE USED FOR DESIGN OR CONSTRUCTION.

GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION

Plotted On: Aug 20, 2025 - 11:22am A:18 - Final Reports and Reference Data/AutoCad Drawings/Internal Request - Network/Inga/Grand Blvd - 13th to 29th/10 - Drawings/Auto CAD/Grand - 13th to 19th.dwg



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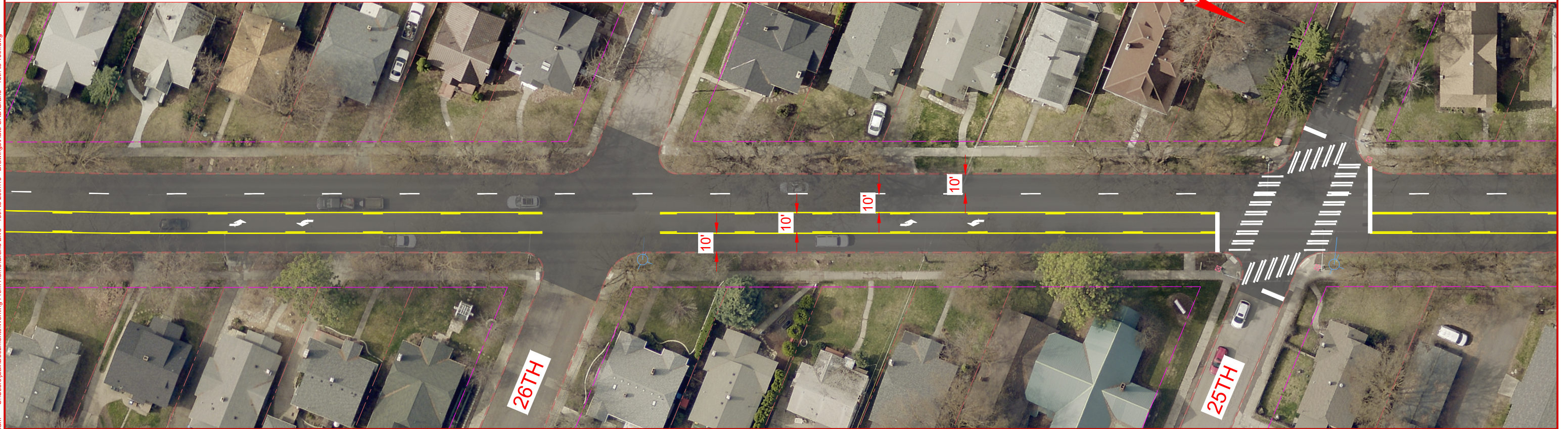
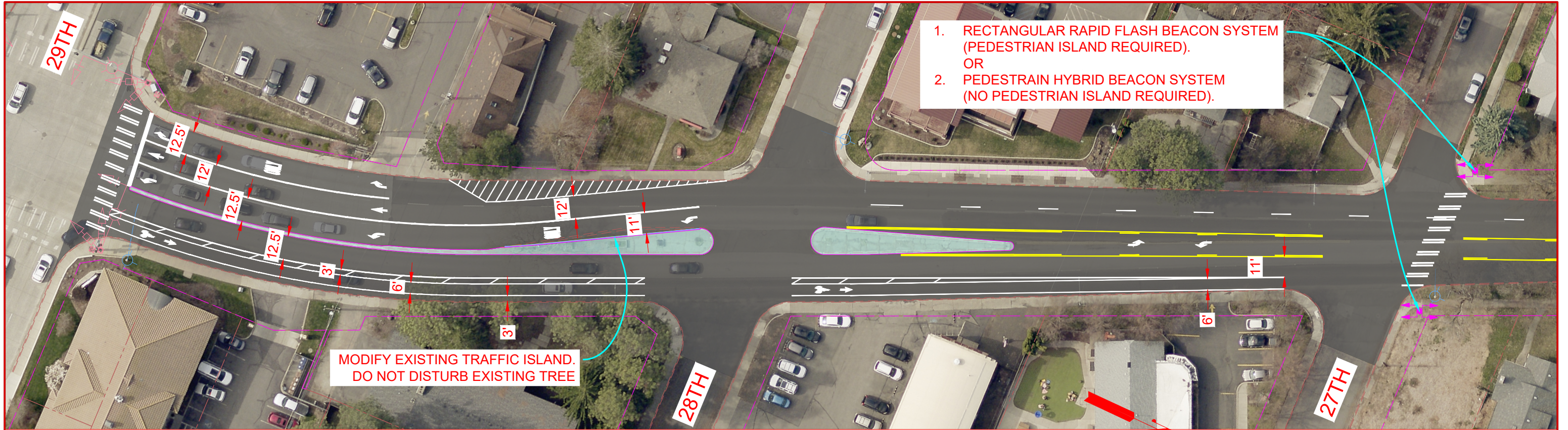


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GRAND BOULEVARD
29TH AVENUE TO 13TH AVENUE
3 LANE SECTION

Plotted On: Oct 02, 2025 - 7:30am C:\Users\jball\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

Plotted On: Aug 20, 2025 - 2:30pm A:18 - Final Reports and Reference Data/AutoCad Drawings/Internal Request - Network/Inga/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

Plotted On: Aug 20, 2025 - 2:30pm A18 - Final Reports and Reference Data/AutoCad Drawings/Internal Request - Network/Inga/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

Plotted On: Aug 20, 2025 - 2:30pm A:18 - Final Reports and Reference Data/AutoCad Drawings/Internal Request - Network/Inga/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

**BRIEFING PAPER: Transportation Benefit District Large Vehicle Exemption
City of Spokane
Transportation Commission
10/15/2025**

Subject:

Under state law any registered vehicle of 6,000 lbs is exempt from paying car tab fees imposed by a transportation benefit district.

Background:

The City created a transportation benefit district in 2010 to generate funding to maintain residential streets, which are not paid for by the general street levy or the previous street bond. Each eligible vehicle registered within the city of Spokane pays \$20 a year toward this funding. See below for more detail.

Relationship to Plans/Actions:

Transportation maintenance projects support the goals of the Comprehensive Plan Chapter 4, Transportation.

Timeline/ Further Action:

To change the eligible vehicle weight for transportation benefit districts will require a change to state law. The City Council is considering items to add to its 2026 legislative agenda starting in October, with a final agenda planned to be voted on by the end of the year.

BRIEFING PAPER: Transportation Benefit District Large Vehicle Exemption
City of Spokane
Transportation Commission
10/15/2025

Transportation Benefit District Large Vehicle Exemption

Trucks should pay their fair share. Vehicles, including light trucks, with a gross scale weight of 6,001 lbs. or more are currently exempt from Transportation Benefit District (TBD) per vehicle “Tab” fees ([RCW 82.80.140](#)). Substantial federal tax deductions are already available for businesses who purchase new trucks and other vehicle types with gross weights over 6,000 lbs (26 U.S. Code § 179).

Heavier vehicles contribute significantly more to wear on roadways compared to lighter vehicles. Pickup truck weights have increased 27% since 1975 ([EPA](#)). The total number of trucks in the US has nearly doubled since 2021. Increasing the proportion of heavier vehicles on roadways reduces overall pavement condition and shortens lifespan.

Tab fee revenue has flattened. TBD revenue is a critical piece of transportation infrastructure funding for residential street maintenance, where other sources of funding can be challenging to find. Annual TBD revenue in Spokane has plateaued since the fee was first implemented in 2011, despite a nearly 10% increase in population over the same time period. Additionally, inflation has continued to increase, nearly 50% since 2011.

Estimates of TBD revenue lost through the weight exemption could be as much as \$360,000 annually. In Spokane Co, vehicle registrations for trucks weighing 6,001-10,000 lbs. have increased 13% since 2019. In City of Spokane, there are approximately **18,000** trucks weighing 6,001-10,000 lbs. that are registered with WA Dept of Licensing but exempted from the TBD fee. Some 54 cities in the state also have car tab TBDs and would benefit from a change in raising the exemption weight for trucks.

The City of Spokane proposes the following change to RCW 82.80.140:

Vehicle fee—Transportation benefit district—Exemptions.

*(1) Subject to the provisions of RCW [36.73.065](#), a transportation benefit district under chapter [36.73](#) RCW may fix and impose an annual vehicle fee, not to exceed one hundred dollars per vehicle registered in the district, for each vehicle subject to vehicle license fees under RCW [46.17.350](#)(1) (a), (c), (d), (e), (g), (h), (j), or (n) through (q) and for each vehicle subject to gross weight license fees under RCW [46.17.355](#) with a scale weight of ~~six~~ **ten** thousand pounds or less.*

BRIEFING PAPER: Traffic Calming Cycle 14 Hearing Narrowed List
City of Spokane
Transportation Commission
10/15/2025

Subject:

Based on feedback from the Transportation Commission, the Council, the neighborhood councils and the public staff has narrowed the list of traffic calming projects under consideration for the next cycle, Cycle 14, for construction in 2026 and 2027.

Background:

Traffic calming projects are paid for by the proceeds from automated traffic camera enforcement violations. The current list of project are a mix of projects identified in the Dowl report as a result of neighborhood outreach and 27 x 2027 projects, aimed at creating a new bicycle and pedestrian network linked by pedestrian hybrid beacons (PHBs) crossing busy arterials.

Relationship to Plans/Actions:

Traffic calming projects support the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Vision Zero safety plan.

Timeline/ Further Action:

Feedback from this hearing will be considered for further narrowing the list of traffic calming projects in November. The Transportation Commission will vote on the final list of projects to recommend to the Council on November 19 and Council is expected to take final action on the list December 15. (Please note, these dates are later than the timeline previously shared with the commission.)

Large List of Candidate Traffic Calming Projects

10/7/2025

Shared at September 2025 Transportation Committee

Council District	Project in Distressed Census Tract	Project Description*	Funding Request	Adjusted Funding w/ Adaptive or Reduced Design Strategy
1		Center Street and Illinois Ave Path Connections - Pathway**	\$ 1,074,000.00	Adaptive elements included
1		Cook Street - Illinois to Francis - Neighborhood Greenway including diverters and Hi Viz crossing	\$ 52,500.00	Adaptive elements included
1		Longfellow and Rich Aves: Belt to Market - Neighborhood Greenway with 2 PHBs and 2 RRFBs	\$ 1,100,000.00	Adaptive elements included
1		Bruce Ave - Crestline St to Lee St - RRFB and Sidewalk Infill	\$ 499,000.00	
1		Euclid-Frederick Corridor - Sycamore St to Havana St - Sidewalk Infill -	\$ 1,048,000.00	\$ 300,000.00
1		Lidgerwood St - Empire Ave to Wellesley Ave - Greenway Elements	\$ 770,000.00	\$ 600,000.00
1		Marietta Ave – Hamilton St to Morton St – Sidewalk Infill	\$ 446,000.00	
1	Yes	Riverside Ave – Leading Pedestrian Interval Implementation Downtown	\$ 25,000.00	
1		Market St between Garland Ave and Illinois Ave- Speed Feedback Display	\$ 50,000.00	
1		Mission Ave at Crestline St and Chief Garry Park - Speed Feedback Display(s)	\$ 93,000.00	
1		Pittsburg St - Central Ave to Francis Ave – Sidewalk Infill	\$ 221,000.00	
1		Standard St at St Thomas More Way – Curb extensions	\$ 240,000.00	
2		11th Ave - Southeast Blvd. to Ben Burr Trail - Neighborhood Greenway including PBH and protected bike lane	\$ 956,755.00	Adaptive elements included
2		27th Ave - Jefferson to Hatch - Neighborhood Greenway including PHB	\$ 566,125.00	Adaptive elements included
2		Adams Street: 4th Ave to 27th Ave - Neighborhood Greenway including curb extensions and diverters	\$ 88,605.00	Adaptive elements included
2		Hatch Street: 27th Ave to Southeast Blvd - Neighborhood Greenway	\$ 179,895.00	Adaptive elements included
2		Cliff Drive at Edwidge Woldson Park - Pedestrian improvements	\$ 1,115,000.00	
2		Grand Blvd - 9th Ave to 17th Ave - Restriping	\$ 1,510,000.00	
2		33rd Ave at Lincoln Dr – Speed humps and curb extensions	\$ 134,000.00	\$ 50,000.00
2		9th Ave and Perry Street – Intersection Improvements; 20MPH School Zone Signage for Grant Elementary	\$ 10,000.00	
2		16th Ave – Milton St to 17th Ave – Sidewalk infill	\$ 1,886,000.00	
2		14th Ave - Trolley Trail to Fish Lake Trail Connection – Sidewalk infill	\$ 747,000.00	
2		Qualchan Dr - Lincoln Blvd to Sunny Creek Dr – Sidewalk infill	\$ 2,369,000.00	\$ 500,000.00
2		Ray St - 17th Ave to 29th Ave - PHB and Pedestrian Improvements	\$ 853,000.00	
2		25th Ave - Bernard St to Tekoa St – Pedestrian Improvements	\$ 382,000.00	TBD
2		Rockwood Blvd - 11th Ave to 12th Ave - Curb extensions		
2		Freya St - 45th Ave to Palouse Hwy – Sidewalk infill	\$ 550,000.00	
2		West Drive - Westcliff Pl to Azalea Dr – Sidewalk Infill	\$ 174,000.00	
2		37th Ave at Napa St – RRFB on 37th	\$ 206,000.00	
3		Northwest Blvd - TJ Meenach Dr to Assembly St – Restriping	\$ 573,000.00	?
3		Maple St & Ash St at Country Homes Blvd - Restriping (half of project)	\$ 709,000.00	\$ 350,000.00
3	Yes	2nd Ave and Cannon St – Bumpouts	\$ 262,000.00	TBD
3		Buckeye Ave and Washington St – Intersection improvements	\$ 592,000.00	TBD
3		Strong Rd and Nettleton Ct – RRFB on Strong Rd	\$ 173,000.00	
3		Ash St - Francis Ave to Courtland Ave – Crosswalk bumpouts	\$ 579,000.00	TBD
3		Indian Trail Rd - Bedford Ave to Ridgecrest Dr– Sidewalk infill	\$ 510,000.00	
3		Francis Ave at Fotheringham St – PHB on Francis Ave	\$ 450,000.00	
3	Yes	Spruce St Stairs Replacement	\$ 1,816,000.00	\$ 350,000.00

Shared at September 2025 Transportation Committee

3		Summit Blvd, Broadway Ave, Boone Ave – Neighborhood Greenway - Round 2 Improvement	\$ 565,000.00	
		**27x2027 projects indicated by red fill	\$ 23,574,880.00	\$ 2,150,000.00
		*See supplementary handout for more detailed project description		

Project Title	District	Cost Estimate	Adaptive	Construction
Cook St; Illinois Ave - Francis Ave: Neighborhood Greenway	1	\$ 52,500.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard St; St Thomas More Way : Pedestrian Improvements	1	\$ 240,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Euclid Ave/Frederick Ave; Sycamore - Havana St: infill and ramps	1	\$ 300,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pittsburg St; Central Ave - Francis Ave: Sidewalk Infill	1	\$ 221,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Center St; Illinois Ave : Protected Bike Lane	1	\$ 1,074,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lidgerwood; Empire Ave-Wellesley Greenway features	1	\$ 600,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ray St; 17th Ave - 29th Ave: PHB, widen sidewalk	2	\$ 853,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Adams/Jefferson; 4th or 5th - 27th Ave: Neighborhood Greenway	2	\$ 88,605.00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
37th Ave; Crestline St : RRFB	2	\$ 206,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hatch; 27th Ave - Southeast Blvd: Neighborhood Greenway & Protected bike lane	2	\$ 179,895.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11th Ave; Southeast Blvd - Ben Burr Trail: Neighborhood Greenway & Protected bike lane	2	\$ 856,755.00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
27th Ave; Jefferson - Hatch: Neighborhood Greenway	2	\$ 566,125.00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
33rd Ave; Lincoln Dr : Curb Extensions and Speed Humps	2	\$ 50,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Inland Empire Way; 14th Ave : Stop signs	2	\$ 10,000.00	<input type="checkbox"/>	<input type="checkbox"/>
Arthur St; 10th Ave and 11th Ave: Crosswalks and curb ramps	2	\$ 50,000.00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grand Blvd; 9th Ave to 17th Ave: Pedestrian Improvements	2	\$ 200,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9th Ave; Perry St : School Zone Signage	2	\$ 10,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Riverside Ave; Maple St : Pedestrian improvements	3	\$ 262,000.00	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ash St; Francis Ave - Courtland St: Crosswalk bumpouts	3	\$ 50,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maple St; Ash St - Country Homes Blvd: Road diet/Half of project	3	\$ 350,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Francis Ave; Fotheringham St : Intersection Improvements	3	\$ 450,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Buckeye Ave; Washington St : Intersection Improvements	3	\$ 68,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Spruce St Stairs; Rebuild	3	\$ 350,000.00	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Post St; Providence Ave: Crosswalk	3	\$ 50,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rowan Ave; Division St to Nevada St: Crosswalks	3	\$ 50,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Longfellow/Rich; Belt - Market: Neighborhood Greenway	1 & 3	\$ 1,100,000.00	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$ 8,287,880.00		

*Projects w/ Green Fill are part of the 27x2027 network

PUBLIC COMMENTS

10.07.25

From: [Snyder, Jon](#)
To: [McCall, Angie](#)
Subject: FW: Southgate RRFB Location change request
Date: Thursday, September 18, 2025 9:26:47 AM
Attachments: [2025.0912 SNC RRFB Crestline Request.pdf](#)
[image001.png](#)
[image002.png](#)



Jon Snyder (he/him) | Director of Transportation and Sustainability
City of Spokane | my.spokanecity.org jsnyder@spokanecity.org

From: Martin, Abigail M. <ammartin@spokanecity.org>
Sent: Friday, September 12, 2025 11:59 AM
To: Snyder, Jon <jsnyder@spokanecity.org>
Subject: FW: Southgate RRFB Location change request

Just collecting comments as they come in, but wanted to let you know.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: ANDREW HOYE <ahoye@comcast.net>
Sent: Friday, September 12, 2025 11:31 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Southgate RRFB Location change request

[CAUTION - EXTERNAL EMAIL - Verify Sender]

AbbEy -

The Southgate neighborhood Council has changed their preference for the RRFB to 37th and Crestline. Please note the attached document which was approved by majority vote at our monthly Council meeting last night.

Please acknowledge receipt and suggest any other actions we should take.

Thank you!

Andrew Hoyer
DataTrend Services, Inc.
1202 E Sprague, Suite 208
Spokane, WA 99202
509-536-3233

DATE

September 11, 2025

TOPIC

Proposed Rectangular Rapid Flashing Beacon (RRFB) Project
37th Ave / Napa St vs Crestline St

RESOLUTION

WHEREAS

The goal of the Spokane Safe Streets for All (Traffic Calming) program is to make the city's neighborhoods more livable and safe for all users, and

WHEREAS

The Rectangular Rapid Flashing Beacons (RRFB) is a traffic safety device designed to enhance pedestrian visibility at crosswalks, particularly those in mid-block locations or uncontrolled intersections, by prompting vehicle drivers to yield the right-of-way, and

WHEREAS

Council District Two "Traffic Calming" workshops in early August of 2022 for neighborhood council areas identified concerns for pedestrians crossing 37th Avenue at the northwest corner of Hamblen Park at Napa Street, among six others, to be "investigated" as documented in the DOWL consultant report that followed in October, and

WHEREAS

The October 21, 2022, DOWL "summary of ... priority neighborhood traffic concerns" proposed a RRFB installation at the 37th Avenue and Napa Street intersection without any recognition of the a school close by, much less consideration of the effect of the Hamblen Elementary School population to and from the school's campus located adjacent to Hamblen Park's north boundary on Thurston Avenue between Crestline Street and Napa Street, and

WHEREAS

In the fall of 2022 a substantial new residential development ("The Garden District") to the north across 37th Avenue along Crestline Street and within the service area of Hamblen Elementary School was just beginning sales, and

WHEREAS

The sidewalk on the west side of Crestline Street from the school north to 37th Avenue is wider than the sidewalk on Napa Street (5' vs 3') and matches up directly with a separated sidewalk along Crestline across 37th leading northward to the Garden District residences.

THEREFORE

The Southgate Neighborhood Council requests the 37th Avenue RRFB Safe Streets 2027 "Cycle 14" project be located at the Crestline Street intersection, including crosswalk markings.

ATTEST

Shelly O'Rourke
Secretary



From: [Shiloh Hills Neighborhood Council](#)
To: [McCall, Angie](#); [Shipley, Grant](#); [Snyder, Jon](#)
Cc: [Cathcart, Michael](#); [Bingle, Jonathan](#); [Mike Donahue](#); [Cliff Winger](#)
Subject: Public Comment to Transportation Commission
Date: Monday, September 15, 2025 2:57:47 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Transportation Commissioners:

The purpose of government is to **serve** the people. The taxpaying citizens are the customer for the transportation system of the City of Spokane. Our City has a moral and fiduciary duty to protect, most importantly the safety, and then the money and infrastructure of our City.

If, our Government was a private business that had competitors, it would serve taxpayers well or go out of business.

The neighborhoods, which consist of the taxpaying residents of Spokane, have specific safety requirements regarding our transportation system within and around their homes and property.

Regrettably, our transportation departments operate in silos, which isolates them and obstructs effective communication and collaboration necessary to effectively serve the taxpaying public. We have various entities involved, including Streets Department, Integrated Capital Management, Engineering, WSDOT, SRTC, STA, Public Works, and our City Council, among others. Funding sources are fragmented, coming from Federal, State, Regional, and City (taxes, bonds and/or levies) as encumbered transportation funds. Projects face limitations on who can perform the work and which roadways can be repaired with the available encumbered funding—whether they are arterial, local access, or state highways. This results in a confusing array of permissible projects that must comply with Federal, State, and local regulations while ensuring safety for all users of our transportation system.

Our local neighborhoods lack proper service of their transportation safety needs. Furthermore, when an elected official or a staff member makes a commitment, the official may leave office and the staff member could retire or relocate, resulting in the neighborhood being undeserved and facing unsafe transportation challenges.

The Transportation Commission should advocate for a **comprehensive approach to ensure that transportation issues are recognized, prioritized, and organized in a queue**. This way, the most critical projects receive funding and are completed through various funding sources, while lower priority projects can advance in the queue. A comprehensive approach would reduce the current siloed effect, allowing the most crucial safety projects to be successfully implemented.

There are limited funds and resources, and important safety projects currently are not completed while less important projects may be finished because they had the funding. Sometimes a project may be chosen for one City Council District (It's their turn), and an unsafe situation is not corrected in another council district, which may cause loss of life or injury that could have been avoided. We all live somewhere, but we can die or get injured in another area of Spokane that should have had a safety issue corrected.

These are uncompleted projects in our neighborhood:

1. Shiloh Hills has been promised a pedestrian beacon at Cozza Drive and Nevada Street in an area where a pedestrian was killed. This is important because of our new Spokane Public Library kiosk is on the east side of Nevada Street, creating more foot traffic across Nevada.
2. Public Works Director has also committed to installing a speed camera on Standard Street near Friendship Park, which serves as the primary park for our 17,000 residents.

In light of our existing fragmented system, we urge the Transportation Commission to add these projects to a prioritized list, ensuring that these safety concerns are addressed as quickly as possible.

Thank you,

Cliff Winger, for

The Executive Committee of the Shiloh Hills Neighborhood Council

(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Statement from Cliff-Cannon Neighborhood Council Regarding Cycle 14 Traffic Calming Project Priorities
Date: Thursday, September 18, 2025 12:03:47 PM
Attachments: [CCNC Statement of Priority for Cycle 14 Traffic Calming Projects.pdf](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Cliff Cannon <chair.ccnc@gmail.com>
Sent: Wednesday, September 17, 2025 5:06 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Fwd: Statement from Cliff-Cannon Neighborhood Council Regarding Cycle 14 Traffic Calming Project Priorities

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello, Abbey

I provided the attached statement to the Transportation Commission for today's meeting. In reviewing the agenda, I see that Neighborhood Councils should also send these statements to you. So, here you go.

Thanks for all you do for Spokane!

Thanks
Jake Walters

Begin forwarded message:

From: Cliff Cannon <chair.ccnc@gmail.com>
Date: September 17, 2025 at 12:30:20 PDT
To: transportationcommission@spokanecity.org
Cc: Cliff Cannon <secretary.ccnc.1883@gmail.com>, ccnc.treasurer.1883@gmail.com, ccnc.outreach@gmail.com,

vicechair.ccnc@gmail.com

**Subject: Statement from Cliff-Cannon Neighborhood Council Regarding
Cycle 14 Traffic Calming Project Priorities**

Hello!

The Cliff-Cannon Neighborhood Council is grateful for the work of the Transportation Commission, and for the opportunity to provide input in the project planning process. Please see the attached statement from us to be considered in today's hearing on Cycle 14 Traffic Calming Projects.

Thanks,
Jake Walters
Chair, CCNC

Statement of Priority for Cycle 14 Traffic Calming Projects

Cliff-Cannon Neighborhood Council

Summary

The residents of the Cliff-Cannon Neighborhood are grateful for the work of all involved in improving traffic safety in our neighborhood and across Spokane. The preferences of the neighborhood council have changed since the project workshops held in 2022 and 2023. In particular, the neighborhood wishes to lower the priority of the Cliff Drive project (listed as project 2 in table 24 of the Spokane City-Wide Traffic Calming Master Plan). For Cycle 14, the neighborhood's preferences are to fund and execute projects that affect more residents and users. Therefore, we urge the Transportation Commission to prioritize the Cedar St-12th to 21st (listed as project 1a on table 24 of the Spokane City-Wide Traffic Calming Master Plan) and 5th Ave projects (listed as project 3 in table 24 of the Spokane City-Wide Traffic Calming Master Plan), or use the funds allocated for Cycle 14 to complete investigations of other identified projects.

De-Prioritize Cliff Drive, Re-Prioritize More Impactful Projects

The Cliff Drive project is needed, but should not be prioritized over other projects in this cycle. This project is far less impactful, and far more costly, than other proposed projects. According to the Cliff-Cannon Traffic Calming Solutions document, published as part of Workshop #2 in 2022 or 2023, this project will serve just 738 daily vehicles. Moreover, the project serves a residential area with little pedestrian traffic, and only a small number of nearby residences. Concerns raised by neighbors around this project include noise and nuisance complaints, as well as speeding, but these concerns are not indicated in the data collected during project investigation. Traffic and pedestrian safety is also not a serious concern, as indicated by a total of only 5 crashes (with no reported injuries) in this location from 2017 to 2021.

Conversely, the Cedar St and 5th Ave projects will impact more vehicles, more cost effectively than Cliff Drive, and these projects alleviate more serious concerns of pedestrian and vehicle safety. These locations see an average of 36527 daily vehicles, nearly 50x the Cliff Drive project. These sites also saw 52 accidents from 2017 to 2021, including 15 that involved

injuries. The combined cost of the Cedar St and 5th Ave projects are estimated to be \$1.45M, compared to the \$1.15M estimated for Cliff Drive, but it is plain that the benefits to neighbors and the city as a whole would far outweigh the additional expenditure. Given these facts, Cedar St-12th to 21st, and the 5th Ave projects are clearly more needed, more impactful, and more cost-effective than Cliff Drive, and they should be prioritized over it.

Sources

“Spokane City-Wide Traffic Calming Master Plan” - Published May 2024 - Pages 26 - 27

<https://static.spokanecity.org/documents/neighborhoods/programs/trafficcalming/2024/traffic-calming-summary-report.pdf>

“District 2 Cliff Cannon Traffic Calming” - Published After Workshop #2 May 2023 - Pages 12 - 13 and Pages 16 - 18

<https://static.spokanecity.org/documents/neighborhoods/programs/trafficcalming/2023/district-two/district-two-cliff-cannon-traffic-solutions.pdf>

[COSPRINT 2W-CANON-PCL 4099 001.pdf](#)
[image005.png](#)

From: Groe, Amber <agroe@spokanecity.org>
Sent: Thursday, September 18, 2025 11:59 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Snyder, Jon <jsnyder@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>
Subject: East Central Traffic Calming

Hi Abbey and Jon,

I had an East Central resident; Mitch Redfern (redfern.mitch@gmail.com), talk with me at the neighborhood council meeting this week about an area of concern for speeding and pedestrian safety near Grant Park. He put together the included attachment that outlines the reasons why the area is concerning and potential solutions: crosswalk with signage or a calming device.

You'll see some handwritten notes from me on the paper. I added that Mitch mentioned that 3 different school busses drop children off in this area and that might factor in your decision(s) for future projects.

Best,

Amber Groe | *she/her*

Community Programs Coordinator, Office of Neighborhood Services

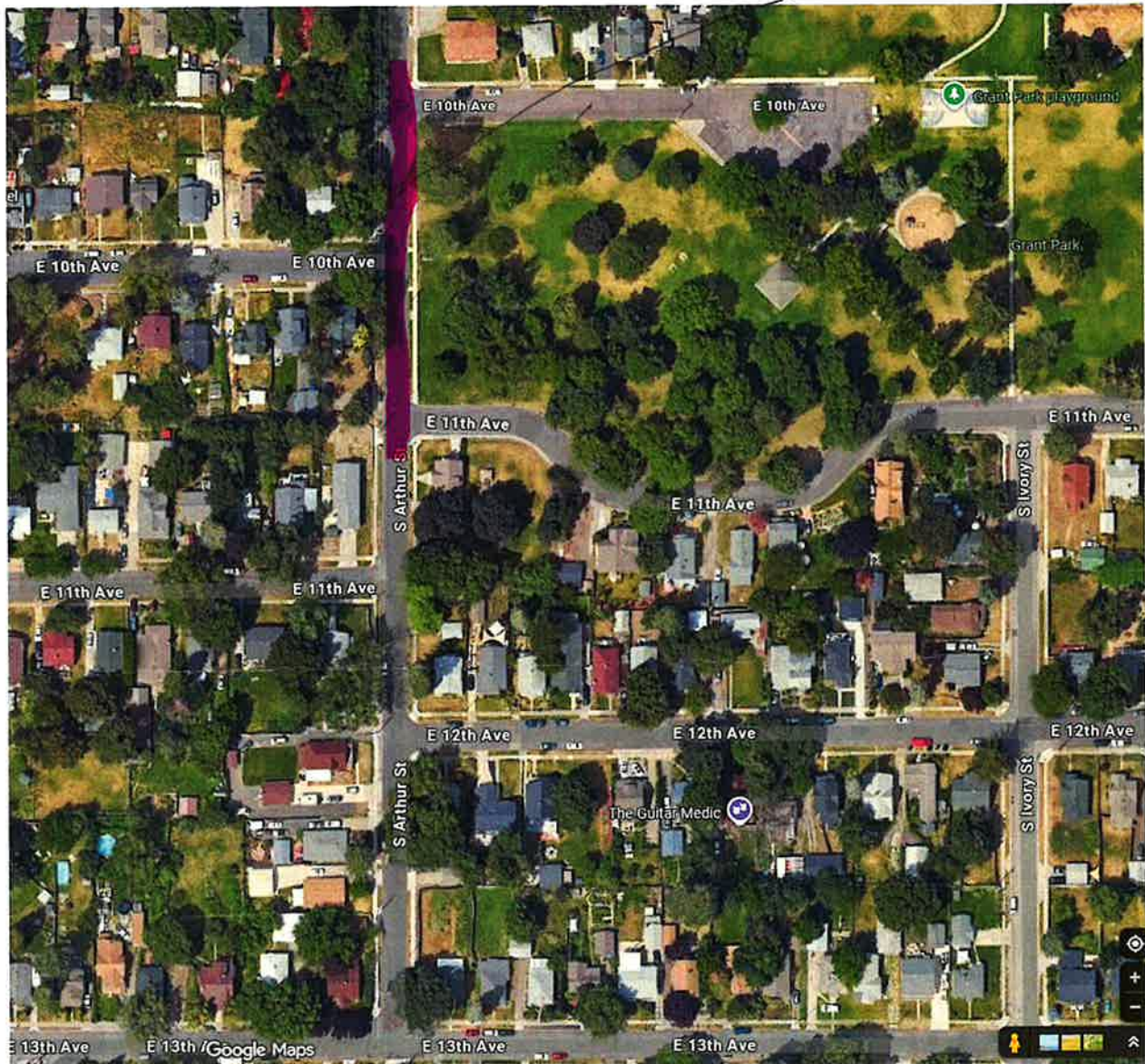
509-625-6156 | agroe@spokanecity.org | spokanecity.org



What: Traffic Calming Devices and/or Crosswalk Proposed

Where: Location S. Arthur St between crossroads E 10th Ave & E 11th Ave

SAC, Montessori,
city school
3 city buses



Why:

- This vehicle route has become used more of an arterial over the years, rather than neighborhood resident street, as a way for non-neighborhood residents to bypass the congested Perry St strip.
- Greater than the speed limit vehicle traveling is very common.
- School children commonly walk across S. Arthur to get to Grant elementary
- Families and children walk across S. Arthur to access Grant Park and Farmers Market

- There are at least three school busses that pick up and drop off children as young as 4, on a daily basis at 10th ave and S. Arthur.
 - Estimated 55 students
- Roadside vegetation grows out into the street making it more difficult for pedestrians and vehicles to see each other.

How?

- crosswalk w/ signage

redfern.mitch@gmail.com

send to Abbey M. & Jon Snyder

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Speed Tables around Corbin Park
Date: Friday, September 19, 2025 9:22:25 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Joshua Porter <mr.joshuaporter@gmail.com>
Sent: Thursday, September 18, 2025 3:59 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Savannah Creasey <SCreasey@srtc.org>; Note, Inga <inote@spokanecity.org>
Subject: Re: Speed Tables around Corbin Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abbey,

Thank you for the well wishes for our daughter, and lovely to hear that timing is apropos for including the recommendations.

Please do reach out to me if I can provide anything additional in support of this important work.

Have a wonderful day and week!

Joshua

On Thu, Sep 18, 2025, 11:55 AM Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Hello, Joshua,

Thanks for your email, and I hope your daughter is on the mend!

I'm just writing to let you know that I'm submitting your feedback to the Transportation Commission's October meeting. We're asking for all comments by October 7th, so this is quite timely.

Thanks for looking out for your neighborhood!
Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
[808 W. Spokane Falls Blvd., Spokane, WA 99201-3335](#)
[OFFICE \(509\) 625-6426](#) | ammartin@spokanecity.org

From: Joshua Porter <mr.joshuaporter@gmail.com>
Sent: Thursday, September 18, 2025 11:37 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Savannah Creasey <SCreasey@srtc.org>; Note, Inga <inote@spokanecity.org>
Subject: Re: Speed Tables around Corbin Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abbey Martin,

Please forgive my delayed reply. Our infant has been sick for weeks now, and my priority has been ensuring her health and safety. Inga, I appreciate your kind and thoughtful response.

My hope is that although the traffic safety commission met yesterday, we can add this message below to this cycle of planning.

I am writing to strongly advocate for prioritizing speed tables around Corbin Park as the #1 traffic calming project for the Emerson-Garfield neighborhood in the upcoming Cycle 14 selection process.

Safety Must Come First

Speed tables should be our immediate priority because they directly address the most critical risk: vehicular accidents that can result in serious injury or death. The Federal

Highway Administration notes, speed is a factor in approximately 26% of all traffic fatalities, and speed tables have been proven to reduce vehicle speeds by 2-7 mph while maintaining emergency vehicle access. The Insurance Institute for Highway Safety reports that for every 5 mph reduction in speed, the risk of a fatal crash decreases by approximately 30%.

Streets around parks like Corbin Park present unique safety challenges. The National Association of City Transportation Officials (NACTO) emphasizes that areas with high pedestrian activity—particularly those with children—require immediate speed management interventions. Families use Corbin Park daily, creating frequent pedestrian crossings where speed reduction can prevent tragic outcomes.

The Logical Sequence: Safety First, Then Accessibility

ADA-compliant curb cuts are undeniably important for accessibility, so they should follow speed management measures. Here's why this sequence is both logical and evidence-based:

1. Immediate Risk Reduction: Speed tables provide instant safety benefits, while curb cuts will further enhance safety, including that of workers installing said curb cuts.
2. Construction Efficiency: Installing speed tables first allows us to properly design curb cut locations around the new traffic patterns, rather than potentially requiring modifications later.
3. Federal Best Practices: The Federal Highway Administration's Traffic Calming ePrimer recommends implementing speed management before accessibility improvements in mixed-use areas to ensure the safest possible environment for vulnerable road users.

Proven Effectiveness

Multiple studies demonstrate speed tables' effectiveness:

- A Portland Bureau of Transportation study found speed tables reduced 85th percentile speeds by an average of 4.7 mph
- The Victoria Transport Policy Institute reports that speed humps and tables reduce crashes by 40-50%
- Emergency services maintain access while pedestrian safety dramatically improves

Financial Responsibility

Preventing even one serious accident saves the community thousands in emergency response costs, medical expenses, and potential litigation. The National Safety Council estimates the average economic cost of a disabling traffic injury at \$181,000, making speed tables a cost-effective prevention measure.

Recommendation

I respectfully urge the Transportation Commission to:

1. Prioritize speed tables around Corbin Park as the #1 traffic calming project for Emerson-Garfield
2. Schedule ADA curb cut improvements as project #2, to be implemented after speed management is in place

This approach maximizes safety benefits while ensuring both projects receive appropriate attention in the proper sequence.

I had planned to attend the September 17th Transportation Commission meeting to provide verbal testimony supporting this prioritization; however, as I mentioned above—my sick infant needs support. The safety of our community—especially our children using Corbin Park—depends on immediate action.

Thank you for your consideration and leadership on this critical safety issue.

Sincerely,

Joshua Porter

mr.joshuaporter@gmail.com

+1(360)200-8860

On Tue, Aug 19, 2025, 4:03 PM Note, Inga <inote@spokanecity.org> wrote:

Joshua,

A few years ago the City worked with each neighborhood to identify traffic calming projects. One of the requested projects from Emerson-Garfield was to upgrade the ramps along Park Place and Waverly Place around Corbin Park. I believe this project was ranked #3 in priority for the neighborhood, and we haven't completed the #1 or #2 ranked projects yet.

The next round of traffic calming project selection (Cycle 14) will start with the September 17th Transportation Commission meeting. They will accept either written or verbal testimony at the meeting on which projects should be funded. So you have the ability to advocate for moving the ADA ramp project up the list.

Meeting details will be posted here a few days prior.

<https://my.spokanecity.org/bcc/commissions/transportation-commission/>

If you have any further questions on how to provide comment or on the transportation commission meeting, please reach out to Abbey Martin.

Thanks

Inga Note

Senior Traffic Planning Engineer

From: Savannah Creasey

Sent: Tuesday, August 19, 2025 11:38 AM

To: Joshua Porter <mr.joshuaporter@gmail.com>

Subject: RE: Speed Tables around Corbin Park

Hello Joshua,

Thank you for taking the time to reach out to the Spokane Regional Transportation Council (SRTC) and make a public comment. I am sorry to hear about the experience you and your infant had near Corbin Park and hope you are both okay!

SRTC is a regional transportation planning agency for the area covering Spokane County. Individual jurisdictions, such as the City of Spokane, are responsible for implementing plans and projects like the safety improvements you mentioned. I have forwarded your comment to a City of Spokane planning staff member and have asked them to follow up with more information.

In the meantime, I wanted to share a couple of resources with you. The City of Spokane has neighborhood councils where you can share concerns about your specific neighborhood. Each neighborhood has a representative who shares these concerns with the City of Spokane. You can learn more about the neighborhood councils and find contact information at <https://my.spokanecity.org/neighborhoods/councils/>. I also wanted to mention SRTC's [Regional Safety Action Plan](#). Approved in September 2024, this plan analyzes serious and fatal injury crashes across different areas in Spokane County, including the City of Spokane. It also identifies possible solutions that each jurisdiction

can implement. Out of this, SRTC is going to conduct an educational messaging safety study next year. This project will test different messaging strategies on multiple age groups to identify some of the most effective communication methods that lead to positive safety changes.

Again, thank you for taking the time to share your concerns and learn about local safety efforts. Your comment will be shared with the SRTC Board of Directors at their next meeting on September 11. Please let me know if there is any other information I can provide you or if you have any questions.

Sincerely,

-
[This communication is public record and may be subject to disclosure per the Washington State Public Records Act, RCW 42.56](#)

From: Joshua Porter <mr.joshuaporter@gmail.com>

Sent: Monday, August 18, 2025 1:09 PM

To: Contact SRTC <contact.srtc@srtc.org>

Subject: Speed Tables around Corbin Park

-
Hello,

-
Is there any opportunity to add a safety project to these transportation improvements?

-
My infant (in a stroller) and I took a tumble recently trying to navigate a sidewalk on West Oval near Corbin Park, which does not have inclusive curb cuts.

-
Navigating the park's surrounding streets to avoid the lack of curb cuts is also quite dangerous- due to speeding traffic around the park (some people unfortunately use the former literal racetrack as such to this day).

-
I had heard at one time that Park Place and Waverly Place (between East Oval and West Oval) had been slated to receive raised cross walks or speed tables to resolve this issue.

-
I will really appreciate any contacts and advice you might be able to provide to revisit those safety measures to address these important safety issues. Better yet, if this could be added as a project to this important work, I will be forever grateful.

-
Thank you.

Joshua Porter

mr.joshuaporter@gmail.com

-

-

-

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Transportation Commission meeting in City Council Chambers at 4pm.
Date: Thursday, September 18, 2025 12:04:09 PM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: David Orcutt <pdorcutt@gmail.com>
Sent: Wednesday, September 17, 2025 1:24 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Transportation Commission meeting in City Council Chambers at 4pm.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abigail,

Wanted to let you know that I am planning on being in attendance today for the Transportation Commission meeting in City Council Chambers at 4pm. Looking forward to possibly meeting you there.

Sincerely,

David Orcutt

On Aug 19, 2025, at 2:16 PM, Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Hi David!

I heard back from staff and have some information for you:

This area is not part of this year's Maple Street work. But it is one of the projects in the DOWL list, #4 for Browne's Addition. (Browne's Addition listed this area as one of their concerns and DOWL is a consultant group that was brought in to draw up designs/possible solutions.)

Our Transportation Commission meets tomorrow at 4pm in Council Chambers at City Hall and will be going through the timeline of selecting future traffic calming projects. Then they will host a hearing from the public to get feedback on priorities/amendments to the list of potential projects to consider. Our Traffic Engineer recommends you offer public feedback at the Transportation Commission's September meeting. I've attached their information here:

[Transportation Commission - City of Spokane, Washington](#)

Below you'll see the proposed remedy to mitigate the pedestrian concern...

<image002.png>

Please let me know if there's anything else I can help with!
Abbey.

<image003.png>

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

Hi Inga,

I'm going to respond to this constituent concern, but just wanted to check in with you first:

1. We have the project done at 2nd/Elm and a potential project at 2nd/Cannon;
2. Maple is getting treatments w striping and bumpouts from around this area to 5th - any additional crosswalk info to share?

Thanks for all you do!
Abbey.

<image003.png>

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Bingle, Jonathan <jbingle@spokanecity.org>
Sent: Friday, August 15, 2025 11:03 AM
To: david orcutt <pdorcutt@gmail.com>; Davis, Candi L. <cldavis@spokanecity.org>
Cc: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Re: Mayor Brown Signs Updated 'Complete Streets' Ordinance into Law

Hey, David!

I'll check and see if that's in the works. I've cc'd our neighborhood connectivity manager Abbey to add some info!

Jonathan

Get [Outlook for iOS](#)

From: david orcutt <pdorcutt@gmail.com>
Sent: Thursday, August 14, 2025 9:44:37 PM
To: Bingle, Jonathan <jbingle@spokanecity.org>; Davis, Candi L. <cldavis@spokanecity.org>
Subject: Fwd: Mayor Brown Signs Updated 'Complete Streets' Ordinance into Law

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear councilman Bingle,

With the new Complete Streets Ordinance I am still hoping that we will get a crosswalk in front of Firestation 4 crossing Maple Street.

Sincerely,

David Orcutt

From: David Orcutt <pdorcutt@gmail.com>
Date: August 13, 2025 at 2:30:44 AM PDT
To: ehut@spokanecity.org
Subject: Mayor Brown Signs Updated 'Complete Streets' Ordinance into Law

Dear ehut,

I have submitted a request to have a crosswalk install on the west side of fire station 4, where 1st Ave meets and crosses Maple St. This crossing has 3 separate one way streets involved making it unsafe for the pedestrians that cross Maple here. This particular crossing point is used because it is

the shortest route. Young and the elderly with walkers and power wheel chairs as they are making their way to the ROSAURS store on 2nd Ave in Browns Addition.

Please have someone look into this. I will be glad to give much more information if requested,

Sincerely,

David Orcutt

pdorcutt@gmail.com

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Feedback from Comstock NC regarding Traffic Calming project at 33rd and Lincoln
Date: Thursday, September 18, 2025 12:04:19 PM
Attachments: [image.png](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Jeffrey Mergler <jeffreymergler@gmail.com>
Sent: Tuesday, September 16, 2025 9:00 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>
Subject: Feedback from Comstock NC regarding Traffic Calming project at 33rd and Lincoln

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Abby and Jon,

I will be traveling from Sep 16th to Oct 8 so I wanted to give you some feedback before I leave on this trip. Forgive me if it's a tad early.

Comstock NC still endorses the Traffic Calming project from the Dowl report, specifically the one at 33rd and Lincoln. Specifically we endorse the use of speed humps at the locations below to calm traffic speeds around the southwest corner of Comstock Park. This area sees young adult activity (loitering) at night and the intersection has seen some drifting in the past.



In addition to the speed humps above there are curb extensions proposed. I can see some benefit to this as it narrows the intersection and gives pedestrians an island of safety. However we would not be opposed to an adaptive solution for this feature as I am less convinced of the need here. An adaptive solution would save money and allow us to test drive the need for the bump outs.

I have been personally canvassing neighbors and they are still in favor of the concept of speed humps in this area. They have less of an understanding of the curb bump out benefits.

We would also be willing to entertain an adaptive solution for the speed humps if the rubberized version of speed humps are available to us in this location and application. The advantage would be an earlier rollout next year and some savings for the traffic calming budget.

If you have any questions, please reach out. I'll be getting emails while I am in Europe.

Regards,
 Jeff Mergler
 Comstock NC Chair

Per <https://static.spokanecity.org/documents/neighborhoods/programs/trafficcalming/2023/district-two/district-two-comstock-traffic-solutions.pdf> here is the full

recommended solution: The following improvements are recommended to manage vehicle speeds and improve driver visibility at the study intersection:

- Install speed bumps along the Comstock Park frontage at the following locations:
 - o On 33rd Avenue midblock between Lincoln Street and Howard Street
 - o On Lincoln Street midblock between Melinda Lane and Comstock Court
- Install a curb extension on the west side of the existing north leg crosswalk.
- Install a curb extension on the south side of the existing east leg crosswalk.
- Trim vegetation on the southwest and southeast corners to provide a full view of the intersection.

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Preferred Traffic Calming Project
Date: Thursday, September 18, 2025 12:04:25 PM
Attachments: [September 10, 2025 Minutes - Draft.docx](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Janice Loux <janloux75@gmail.com>
Sent: Tuesday, September 16, 2025 7:31 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Preferred Traffic Calming Project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Ann, repair or replacement of the Spruce Street stairs is a project on the Traffic Calming project list for 2026. The Peaceful Valley Neighborhood Council met September 10 and discussed whether we supported the funding request for replacement of the stairs at a cost of \$1.816,000 or the reduced design strategy for repair of the stairs at a cost of \$350,000. Attached are the minutes from the meeting which include a vote to support the reduced design strategy of repair of the stairs for the lesser cost.

Jan Loux
Secretary, PVNC

Peaceful Valley Neighborhood Council
Meeting Minutes (draft)
September 10, 2025

Attendance: Voting Members: Bill Forman, Bryn Garrehy, Peggy Gilligan, Ann Haggett, Michelle Jones, John Lawson, Jan Loux, Tod Marshall, Lesley Quick, Kathy Thamm.

Residents: Mary Moltke, C. Lee Sage. **Guests:** Pollyanne Birge (ONS), Ryan Jamieson (SPD), Kitty Klitzke (City Council), Jan Yoder.

Chair Bill Forman called the meeting to order at 6 PM.

Welcome and introductions.

Approval of Agenda: Unanimously approved.

Approval of July Minutes: July minutes were unanimously approved with no changes.

Reports:

Neighborhood Safety: There were 3 calls for services in August and 2 situations that required police response. A suspect with warrant violations was chased from Browne's Addition into Peaceful Valley where he was pursued by the canine patrol and officers on foot and in vehicles. The suspect fled PV and was not apprehended. There was a fight at 3 AM on the basketball court that officers responded to, but no arrests were made. The police now have 2 "hot teams" that respond to homeless encampments. The teams include mental health professionals. As there are only 2 such teams, response times can still be slow. Unless the homeless encampment is on the river or blocking sidewalks, the police give campers a notice that they must move. If the campers don't move after notice, the police will come back to remove them. If the campers are blocking a sidewalk or camping on the river the police will remove them immediately. Lesley said she has recently had visitors from NYC and Philadelphia who were shocked at the number of homeless in Spokane. Also, visitors from Walla Walla would not let their children play near the river due to homeless encampments and drug paraphernalia on the river bank. Officer Jamieson said jail is on "red light", meaning it is full and can't accept anymore prisoners. If people are arrested for non-violent crime they are served a warrant and released. The closing of the Trent shelter has dispersed that population to other areas of the city. Kathy gave kudos to Kim, a day time patrol officer, who not only removed campers from Water Ave, but made them pick up all their trash before they left.

City Council: Kitty Klitzke clarified that city ordinance has no 3 day notice requirement before homeless can be removed. The 3 day allowance is a police policy. The scattered site homeless shelters are still growing, but there are still not enough beds. Many of the homeless refuse to move to shelters. The shelters coming on line are funded by a mix of city, state, federal and private dollars and are primarily run by churches and non-profit orgs. Deaconess Hospital is currently remodeling an entire floor to be used for addiction services. Kitty said the jail has physical space for more prisoners but is limited by staffing. The County is responsible for staffing the jail. Kitty said getting people enrolled in Social Security and Medicaid is the most effective step in getting them housed. With cuts to Medicaid, fewer people will be able to register. Deaconess has said that their Medicaid funds will be reduced by 40%. Kitty spoke in favor of the bond measures for schools and

Spokane Parks Dept that will be on November ballot. If the Parks bond measure passes , Parks will hire an additional 25 Park Rangers to police parks. There are continually many complaints around the City that Parks are too dangerous or trashy to use. Kitty said Spokane has been relatively successful in adding affordable housing, but more is still needed. When asked about reopening the Spruce St stairs Kitty said there is no money in the city general fund for that project.

ONS: Four townhall meetings are coming up to inform the public about the upcoming ballot measures for Park and school bonds. The 2025 Spokane Neighborhood Summit is scheduled for October 25 at the John J. Hemmingson Center on the Gonzaga campus. It is designed for Spokane neighbors to gather around community-identified priorities, learn together and grow practices in their neighborhood councils. The Summit is free and open to any current or aspiring member of a Spokane Neighborhood Council. Applications are now available for the Leadership Academy which starts in January. No one from PV has participated in the Leadership Academy and PollyAnne urged someone from the neighborhood to apply.

Community Assembly: Ann reported that there are 2 possible sources of funding for reopening the Spruce St Stairs. First is a CDBG grant. But the federal government may eliminate CDBG funds and there are many competing needs for those funds. The second possible source is traffic calming funds. The Spruce St stairs are on the project list for traffic calming funds with 2 proposals – one for complete replacement of the stairs at a cost of \$1.8 million, a second for repair of the stairs at a cost of \$350,000. Ann said the Neighborhood Council should vote on our preferred stair project – replacement or repair – and submit our preference to ONS. **Jan made a motion to support use of traffic calming funds to repair the wooden Spruce St stairs at an estimated cost of \$350,000.**

Discussion followed, with the general feeling that the replacement project is too costly and not needed. **The motion was approved by unanimous vote.** Tod and Ann will work on a letter from the Neighborhood Council to the Traffic Calming administrator with more detail on why repair and reopening of the Spruce St stairs is important to the neighborhood and beneficial to the city as a whole. In other news, Ann said that the City Council Town Hall for our district will be September 29 at the West Central Community Center at 6 PM.

Treasurer's Report: Jan said she paid for the face painter and the band , both for the August neighborhood block party. The expenses totaled \$462.50 and will be reimbursed from the Community Assembly Community Engagement Grant funds. The current bank balance is \$2,015.58.

Summer Block Party and Potluck Wrap-Up: Michelle said she has received nothing but positive feed-back from the event. Only \$462.50 of Community Engagement Grant funds were spent on the Block Party so \$387.50 is available. The NC previously approved applying for a Zoom account. Jan will apply and pay for the Zoom account, to be reimbursed from Community Engagement Grant funds.

Old Business: Future of the Community Center: Bryn reported that we had a meeting with Garrett Jones and Al Vordebrueghen and head of the Spokane Tribe fisheries program. The Tribe has asked Parks if it could lease the Community Center to provide office space for 2 biologists working in the salmon recovery program. The biologists' offices would be on the north side of the building, with occasional meetings in the larger room on the south

side. The biologists work Monday – Thursday during regular business hours. The Tribe stressed that it would only lease the building if it had the support of the PV neighborhood. The Tribe said it would welcome the neighborhood continuing to use the building for our neighborhood events including our monthly meetings, potlucks and other community usage. They said a master calendar would be posted to schedule use of the center. The Tribe will install internet in the building that the neighborhood can use. There were questions about availability of the building, especially the commercial kitchen. The impression of those who met with Parks and the Tribe was that they were not open to commercial use of the building, only community use.

Asphalt Art Project: Jan reported that PV's application for an asphalt art project for the intersection of Main and Cedar had been rejected because it was on a bus route. The Streets department denies projects on bus routes because they would have to be repainted frequently. Jan said we have 2 options – either press for an exception for our preferred intersection, or pick another intersection not on the bus route. Jan would prefer that we press for an exception as the primary purpose of asphalt art is to calm traffic. There is no intersection in PV that is not on a bus route that needs traffic calming. When the NC selected the Main/Cedar intersection we had committed to repainting the artwork ourselves as needed to keep it fresh. The group recommitted to that. **A motion was made to request an exception for our neighborhood and to ask that the asphalt art project be completed at the intersection of Main and Cedar. The motion passed unanimously.**

Good of the Order: Lesley asked what is happening with the swales on Clarke Ave now that the dead trees have been removed. Jan said she heard that new trees will be planted in fall. The sprinkler system for the swales has been turned on and the area is greening up. Tod said there will be a celebration of life for Patti Norton on Friday, September 11th at 5:30 in the Clarke St cul-de-sac. Tod expressed interest in asking Parks Dept for permission to plant a tree in Patti's honor on Park property somewhere in PV.

Meeting adjourned at 7:22 PM.

Respectfully submitted,
Jan Loux, Secretary, PVNC

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Lincoln Heights Neighborhood Council Comment on the Proposed Cycle 14 Potential list of Projects
Date: Thursday, September 18, 2025 12:04:32 PM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Monday, September 15, 2025 10:44 PM
To: Snyder, Jon <jsnyder@spokanecity.org>; Gardner, Spencer <sgardner@spokanecity.org>; Wilkerson, Betsy <bwilkerson@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>; Winger, Clifford <cwinger@spokanecity.org>
Cc: Marilyn <marilynllloyd2020@gmail.com>; Sally <phillips1948@comcast.net>; Carol Landa-McVicker <cj_99224@yahoo.com>; Ryan, Gabrielle <gryan@spokanecity.org>; Hamlin, Heather <hhamlin@spokanecity.org>
Subject: Lincoln Heights Neighborhood Council Comment on the Proposed Cycle 14 Potential list of Projects

[CAUTION - EXTERNAL EMAIL - Verify Sender]

The Lincoln Heights Neighborhood Council requests the Transportation Commission select and recommend funding of the **Ray St, 17th Ave to 29th Ave - PHB and Pedestrian Improvements**.

We support the residents who attended the 2022 neighborhood workshops and advocated for traffic calming in their neighborhood.

The Ray Street Corridor and north-south pedestrian access and bicycle network connectivity was a top traffic issue at our workshop.

A PHB and Pedestrian Improvements on Ray Street is necessary to keep our pedestrians and bicyclists safe.

Ray Street Corridor is a four-lane roadway with no center median area or on-street parking. Between 2017 and 2021 there were a total of 44 crashes, including two minor injury crashes where a vehicle hit a bicyclist at 17th Avenue and 27th Avenue. A 2022 Daily Traffic and 85th Percentile Speed study on Ray Street at 27th showed there is a significant speeding concern on Ray Street. In the study there were 22,770 vehicles on Ray Street that traveled 10 miles over the 30 mile per hour speed limit. (DOWL Analysis)

The sidewalks on Ray Street are quite narrow in places and there is a lack of separation between the sidewalks and the traffic. It is dangerous for our residents to walk on the narrow sidewalks. The city's previous Construction Relations Manager walked the Ray Street sidewalks and agreed a fix was necessary. This area has been underserved in the city's traffic calming program.

In the Parks and Natural Lands Master Plan June 2022, it states that those living east of South Ray Street face barriers in crossing this high-capacity roadway to access parkland. It also says District Two has substantially more park acreage than other districts so strategies to increase access should therefore be centered upon the addition of infrastructure that supports comfortable walk conditions to existing parks. (Page 82).

A 2020 Census shows that Lincoln Heights has a low private vehicle ownership making pedestrian and bicycle needs higher for both mobility and safety needs.

A PHB at Ray/23rd would provide a safe connection to Thornton Murphy Park and an underused Combined Sewer Overflow (CSO) open space on 21st Ray.

Lincoln Heights Elementary School is at 23rd/Ray. A PHB at 23rd/Ray would keep our children safe while walking to school and Thornton Murphy Park, which includes a splash pad, play structure and basketball courts.

A PHB at 23rd/Ray would also provide students at Lincoln Heights Elementary School a safe crossing for field trips to the Combined Sewer Overflow (CSO) open space, an educational opportunity, and Thornton Murphy Park, which also has a Community Garden.

Our council is working on a bicycle route from the Ben Burr Trail on Fiske/11th up to Thornton Murphy Park on 27th/Ray and then to 37th/Fiske. It would provide a much needed safe connection to the East Central Neighborhood and the Southgate Neighborhood.

The Spokane Bike and Pedestrian Master identifies a planned shared use path connection the west end of 23rd, west of Ray Street to 25th Avenue opposite Fiske Street, west of the reservoir and through Thornton Murphy Park.

Thank you!

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: 2025 Traffic Calming Project Selection Process for Cycle 14
Date: Thursday, September 18, 2025 12:04:38 PM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Laura Johnson <wraith99@live.com>
Sent: Sunday, September 14, 2025 9:44 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: 2025 Traffic Calming Project Selection Process for Cycle 14

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Laura Johnson and I am the Community Assembly Rep for the Hillyard Neighborhood. We recently had you and Mr. Schneider come to the Sept CA meeting with the list of the new projects. Because it seems like the schools in Dist 1 are a bit underserved. I feel like the (Longfellow and Rich Aves: Belt to Market-Neighborhood Greenway with the PHBS and 2 RRFBs) is a great project for our neighborhood. I think it has the best merits for the Dist 1 at this time.

My other concern is that I want to make sure that the Queen and Haven RRFB and the Lacey and Wellesley RRFB lights are still going to be moving forward. As you know speeding is bad all over Spokane, but these two spots really need the lights because of the schools and youth centers that are nearby.

Thank you for taking your time to read this!

Best,

Laura Johnson

Hillyard Community Assembly Rep
Zone Steering Committee Member
Hillyard and Bemiss Neighborhoods Clean-up Coordinator.

wraith99@live.com

509-723-571`

From: [Martin, Abigail M.](#)
To: [mary](#); [Shiple, Grant](#)
Cc: [Winger, Clifford](#); [McCall, Angie](#)
Subject: RE: Comment letter--Traffic Calming on Grand Blvd.
Date: Friday, September 19, 2025 8:53:53 AM
Attachments: [image001.png](#)

Thank you, Mary, and I'm forwarding the Manito/Cannon Hill Council's recommendation to public comment/inclusion of the packet for Transportation Commission in October.

Best wishes for the weekend,
Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: mary <mmcsपो@yahoo.com>
Sent: Thursday, September 18, 2025 9:00 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>
Cc: Winger, Clifford <cwinger@spokanecity.org>; McCall, Angie <amccall@spokanecity.org>
Subject: Comment letter--Traffic Calming on Grand Blvd.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To whom it may concern:

The Manito/Cannon Hill Neighborhood Council is encouraged to see that Grand Blvd. from 9th to 17th, is on the list of traffic calming projects to consider, although no projected costs for this project are included. As I understand it, consideration is being given to chip sealing the boulevard and restriping it to include a road diet with a turn lane. Furthermore, the city has already studied Grand Blvd from 29th through 37th. The study can function as a platform for future public improvement work in the Grand District Center as stated on the study website (<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>).

The missing piece is Grand Blvd from 17th to 29th, This is the first priority for the Manito/Cannon Hill Neighborhood Council as outlined in the Dow study. All of the boulevard from 9th to 37th badly needs traffic calming and the three areas should dovetail together.

Furthermore, the council stands by all of the projects listed in the Dow study as important to our council.

To underscore the issue of speeding on Grand, the accident here mentioned is just the latest of what happens on Grand. Traveling north on Grand Blvd from a 20 mph area bordering Manito Park, a car drove so fast that the car smashed into and flattened a street sign and then took out a telephone pole. The driver was taken to the hospital. I don't know for sure but I suspect the vehicle was totaled. What follows is an article about the crash:

https://www.kxly.com/news/car-crashes-into-street-sign-blocks-road-near-spokanes-manito-park/article_c19e2954-bcab-4306-97e9-3967f659d513.html

Someone traveling at 20-30 mph could not have flattened a street sign and knocked down a telephone pole. How fast must she have been traveling? In this case she only hurt herself but she could have injured or killed someone who was attempting to cross at 17th and Grand.

Last week, likely because of the above incident, there was a traffic patrol near the entrance to Manito Park. I walked over to talk to the police who was issuing a ticket while I talked to him, thanking him for patrolling the area. The policeman said that the police know this is a spot where speed limits are ignored every day. He said the police are trying. However, considering that I live nearby, I must mention that this is the first time I have seen ticketing in the area of the park in years. In the meantime, before traffic calming measures can be implemented I hope a red light camera can be installed at the park entrance.

Please consider the whole of Grand Blvd for traffic calming measures, even if it needs to be accomplished in stages. Please do so before many more accidents occur.

Thank you.

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: East Central Traffic Calming
Date: Friday, September 19, 2025 9:21:36 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Mitchell Redfern <redfern.mitch@gmail.com>
Sent: Thursday, September 18, 2025 8:39 PM
To: Dillon, Paul <pdillon@spokanecity.org>
Cc: Martin, Abigail M. <ammartin@spokanecity.org>; Groe, Amber <agroe@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>
Subject: Re: East Central Traffic Calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks! Really appreciate the assistance, quick reply, and consideration on this.

Mitch Redfern
Sent from my iPhone

On Sep 18, 2025, at 3:05 PM, Dillon, Paul <pdillon@spokanecity.org> wrote:

Thank you Mitch for your advocacy and Abbey for flagging! I live nearby and can attest this is an area of frequent speeding.

Paul Dillon

Spokane City Councilmember District 2, Position 1
808 W. Spokane Falls Boulevard, Spokane, WA 99201-3335
Direct: (509) 625-6254 Cell: (509) 564-4569 Email: pdillon@spokanecity.org

This email is subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to disclosure as a public record.

From: Martin, Abigail M. <ammartin@spokanecity.org>

Sent: Thursday, September 18, 2025 12:02 PM

To: redfern.mitch@gmail.com

Cc: Groe, Amber <agroe@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>

Subject: FW: East Central Traffic Calming

Good afternoon, Mitch,

We received your concern and are submitting it as public comment in the Transportation Commission's consideration of future traffic calming projects in this area. They will review all public comment at their October meeting.

Thanks for your care and concern,
Abbey.

<image005.png>

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity

Spokane City Council

808 W. Spokane Falls Blvd., Spokane, WA 99201-3335

OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Groe, Amber <agroe@spokanecity.org>

Sent: Thursday, September 18, 2025 11:59 AM

To: Martin, Abigail M. <ammartin@spokanecity.org>

Cc: Snyder, Jon <jsnyder@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>

Subject: East Central Traffic Calming

Hi Abbey and Jon,

I had an East Central resident; Mitch Redfern (redfern.mitch@gmail.com), talk with me at the neighborhood council meeting this week about an area of concern for speeding and pedestrian safety near Grant Park. He put together the included attachment that outlines the reasons why the area is concerning and potential solutions: crosswalk with signage or a calming device.

You'll see some handwritten notes from me on the paper. I added that Mitch mentioned that 3 different school busses drop children off in this area and that might factor in your decision(s) for future projects.

Best,

Amber Groe | *she/her*

Community Programs Coordinator, Office of Neighborhood Services

509-625-6156 | agroe@spokanecity.org | spokanecity.org

[<image006.png>](#)

[<image007.png>](#)

[<image008.png>](#)

[<image009.png>](#)

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Paving of Hemlock and crosswalks on Dalton
Date: Friday, September 19, 2025 9:21:57 AM

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

-----Original Message-----

From: colin fiddes <colinfiddes@yahoo.com>
Sent: Thursday, September 18, 2025 7:58 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Paving of Hemlock and crosswalks on Dalton

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello, I would like funds to be allocated for paving Hemlock on the block between W Dalton and W Euclid. Since the addition of Little Scholars to Transitions I think this is warranted. Also, crosswalks on Dalton over Cochran and Alberta would be a great safety improvement. Steve from the traffic at Audubon-Downriver Neighborhood council will support me on this and has seen the state of traffic at these intersections first hand. Thank you for your support, Colin Fiddes (A-D Neighborhood Council) Sent from my iPhone

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Proposed crosswalk on Maple and 1st @ Fire Station 4
Date: Friday, September 19, 2025 9:22:11 AM

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

-----Original Message-----

From: David Orcutt <pdorcutt@gmail.com>
Sent: Thursday, September 18, 2025 5:52 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Proposed crosswalk on Maple and 1st @ Fire Station 4

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abigail Martin,

Was an interesting experience yesterday. I appreciate the opportunity you orchestrated allowing me to give input on this pedestrian safety concern. When might we hear of a decision being made to install this crosswalk? And if it is a go, do you think the city might push it up and have it installed this year, or will it be 2026? Hopes were elevated once you pointed out the body language you observed.

By chance are these meetings recorded, and are they made available on the City Of Spokane website?

Thank you for your commitment and enthusiasm serving our fine city.

Sincerely,

David Orcutt

From: [Cliff Winger](#)
To: [McCall, Angie](#)
Cc: [Snyder, Jon](#); [Mike Donahue](#); [Shiloh Hills Neighborhood Council](#); [Jael Stebbins](#); [Martin, Abigail M.](#)
Subject: Fw: Shiloh Hills Traffic Calming Project
Date: Sunday, September 21, 2025 1:21:27 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

The Shiloh Hills Executive Team has requested that this be a **public comment** to the Transportation Commission.

Respectfully forwarded,
Cliff Winger
Shiloh Hills Neighborhood Council Chair

“The problem with the future is that it is both unpredictable and inescapable.” - Tarik Cyril Amar

----- Forwarded Message -----

From: Mike Donahue <mikejoed@outlook.com>
To: jsnyder@spokanecity.org <jsnyder@spokanecity.org>
Cc: jsnyder@city.org <jsnyder@city.org>; Marlene Feist, City of Spokane <mfeist@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Cliff Winger <c_wings@yahoo.com>
Sent: Sunday, September 21, 2025 at 01:11:52 PM PDT
Subject: Shiloh Hills Traffic Calming Project

(My apologies for the initial error with your address)

Hello Mr. Snyder,

I'd like to introduce myself. I'm Mike Donahue, a member of the Shiloh Hills Executive Team, in charge of Traffic Calming (or Safe Streets).

I'd like to share some information regarding the Traffic Calming project that began in mid-August last year in the Shiloh Hills Neighborhood. Our neighborhood team had worked over five years to improve the critical speeding situation in our neighborhood by filling out numerous forms, attending meetings with city members and door belling. We finally learned that our project had been fully approved by the city and \$500,000 had been allocated for traffic calming in our neighborhood.

Construction began in August 2024, and traffic islands were placed in four locations through our neighborhood. Our neighbors' immediate observations about the traffic islands was that the cement barriers are too wide and traffic just speeds through them without slowing. One of our City Council Members stated, "This is not what we agreed to and does need to be fixed" He went on to say, "I'm highly confident I can drive 100mph without slowing and avoid those barriers. *It does not work.* I'm hoping we can find a solution to correct it."

Our neighbors were extremely concerned about the coming winter with the potential hazard of the traffic islands being buried in the snow. As it turned out, the neighbors were correct and there were collisions and damage to both vehicles and the islands. In addition, the snowplows on either side of the street pushed very large berms onto the streets and sidewalks, leaving it up to the neighbors to clear them.

After months of our Council's requesting information from the city without a response, in mid-November last year, Marlene Feist, Public Works Director, scheduled a meeting with members of the city staff and our Executive Council. Here are commitments made by the city at that meeting:

1. **Snow plan for the Winter.** We were assured that the snow clearing along Standard Street and Colton Place would continue as always. Smaller snowplows would clear the remainder from the streets up to the sidewalks. Although the city snowplows were generally able to keep up plowing the streets and the path between the Islands, they had to move the snow to the curbs. The parking areas and bike paths were not cleared and there were sizeable berms left blocking the driveways.
2. There was to be at least one new "**Speed Limit**" sign installed along Standard Street. This has not happened.
3. In November, there was a commitment made to a "**24 Hour Speed Study**" The study was to be completed to assess any progress that had been made and "the need for additional "intervention", such as adding Speed Tables. A similar commitment had been made in August 2025, but in November, after 3 months, we were informed that the Speed Study wouldn't be completed for another 5 or 6 months. This has now gone a full year without an answer.
4. **Friendship Park improvements:** There have been commitments made regarding Friendship Park, such as adding 20 mph zones in the summer; adding a permanent speed feedback sign; and the addition of a speed camera. (This has yet to be addressed)

In conclusion, it's been over a year, and the traffic calming has made no impact on the critical speeding situation.

Sincerely,

Mike Donahue, Shiloh Hills Executive Team

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Census Tract 111.03, Spokane, WA
Date: Monday, September 22, 2025 12:12:40 PM
Attachments: [image001.png](#)
[image003.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Monday, September 22, 2025 11:58 AM
To: Snyder, Jon <jsnyder@spokanecity.org>; Bingle, Jonathan <jbingle@spokanecity.org>
Cc: Martin, Abigail M. <ammartin@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Note, Inga <inote@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Davis, Candi L. <cdavis@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>
Subject: Re: Census Tract 111.03, Spokane, WA

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Director Snyder,

Thank you for your quick reply. This Census Tract area near Friendship Park is listed in the Pedestrian Improvements in Table 18 of the DOWL Report.

Regrettably, the DOWL project (Table 18) titled "Standard St and Colton St from Magnesium Rd to Francis Ave concept" which passes by Friendship Park, has proven insufficient in reducing "Speeding by Friendship Park."

The Public Works Director pledged to establish 20 mph zones over the summer, to install a permanent speed feedback sign, and to introduce a speed camera. Nonetheless, this promise has yet to be realized.

It is this commitment to mitigate speeding past Friendship Park that Shiloh Hills

Neighborhood is requesting to be fulfilled.

We sincerely hope that the Transportation Commission will suggest that the City engineers finish this incomplete and inadequate DOWL project, allowing our neighbors to safely enjoy Friendship Park.

Respectfully,

Cliff Winger,

The Executive Committee of the Shiloh Hills Neighborhood Council

(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: Snyder, Jon <jsnyder@spokanecity.org>

Sent: Monday, September 22, 2025 10:58 AM

To: Bingle, Jonathan <jbingle@spokanecity.org>; Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>

Cc: Martin, Abigail M. <ammartin@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Note, Inga <inote@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Davis, Candi L. <cldavis@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>

Subject: RE: Census Tract 111.03, Spokane, WA

Received.

I appreciate the dialogue around these locations. There is a lot of need around the city and Shiloh Hills definitely has locations in need. We included mention of this Shiloh Hills census tract for awareness, even though this tract does not have a project on this year's list. The census tract just north of this one does have a project but that tract doesn't qualify for the low-income designation. See attached map. The star is the site of the proposed traffic calming project on this year's list.



Jon Snyder (he/him) | Director of Transportation and Sustainability

From: Bingle, Jonathan <jbingle@spokanecity.org>
Sent: Saturday, September 20, 2025 4:09 PM
To: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Cc: Snyder, Jon <jsnyder@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Note, Inga <inote@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Davis, Candi L. <cdavis@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>
Subject: Re: Census Tract 111.03, Spokane, WA

Absolutely I will!

Mr. Snyder and Abbey, would you confirm the receipt of these comments?

Jonathan

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From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Saturday, September 20, 2025 11:18:03 AM
To: Bingle, Jonathan <jbingle@spokanecity.org>
Cc: Snyder, Jon <jsnyder@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Note, Inga <inote@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Davis, Candi L. <cdavis@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>
Subject: Census Tract 111.03, Spokane, WA

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Councilmember Bingle,

Happy Fall!

I know you are interested in the new RCW 46.63.220 (13) which in part states; "*traffic safety program revenue **must** be, at a minimum, proportionate to the share of the population of the county or city who are residents of these low-income communities and communities experiencing high injury crash rates.*"

I would like city staff to be reminded that Shiloh Hills is home to approximately 17,000 residents, representing 7.4% of Spokane's total population, along with 650 businesses. This should be taken into account as a proportional share of the population in line with State Law.

Shiloh Hills' [Census Tract 111.03](#) meets the requirements of RCW 46.63.220 (13) as an economically distressed area, and in fact has two (2) **top ten unsafe intersections** at Francis/Division (#6 rank) and Lincoln/Division (#7 rank).

Additionally, Shiloh Hills has unsafe intersections at (#2 rank) Nevada/Francis, (#5 rank) Division/Magnesium. (Although not listed in the top ten, the intersection of Highway 2 & 395 near Heritage Village is unsafe for pedestrian crossings)

See the list of these problem intersections at: <<https://rangemedia.co/spokane-top-10-dangerous-intersections-urbanism-traffic-safety>>

The safety of our Shiloh Hills neighbors and all who use these intersections while visiting our various businesses needs to be addressed promptly.

Councilmember Bingle, we are grateful if you would forward our safety concerns as a **public comment to the Transportation Commission**. Additionally, we appreciate your attention to the safety of the other intersections referenced in the article above, which are situated within our City Council District One. These intersections are governed by RCW 46.63.220 and ought to be included on a priority list.

Wishing you many blessings,

Cliff Winger, for

The Executive Committee of the Shiloh Hills Neighborhood Council

(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: North Indian Trail Letter to Transportation Commission
Date: Monday, September 22, 2025 10:54:22 AM
Attachments: [North Indian Trail Council Letter to Transportation Commission.docx](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Dan <knechteldds@gmail.com>
Sent: Sunday, September 21, 2025 12:10 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: North Indian Trail Letter to Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Abbey, please include the attached letter from our North Indian Trail Neighborhood Council to the Transportation Commission in support of the proposed sidewalk project along North Indian Trail between Ridgecrest and Bedford during their funding deliberations. The letter was put together during our public meeting for feedback/comments they wish the commission to consider and approved by our neighborhood to be sent out.

Thank you,

Dan Knechtel

North Indian Trail Community Assembly Rep.

Spokane Transportation Commission,

As members of the North Indian Trail Neighborhood Council, we would like to highlight the importance of finishing the pedestrian sidewalk along our busy main road, North Indian Trail, between Ridgecrest and Bedford. Most of North Indian Trail Road has a sidewalk along it but this ends abruptly a couple of blocks before the city limit on the North side. Likely, because for many years this part of North Indian was residentially underdeveloped and a sidewalk was not a priority. But over the years, new homes and town homes have been built along this area and with it a large increase of residents. This section of road is dangerous for pedestrians and cyclists because of the lack of a sidewalk and narrowing of the road shoulder due to tree overgrowth. What little shoulder exists is mostly covered up with pinecones and needles and have roots pushing up the asphalt for tripping. Pedestrians are often seen walking/jogging in the street itself to avoid mishaps.

The street is one lane each way and cars go into the on-coming lane to give pedestrians and cyclists space. Some of the trees create blind spots at intersections for those trying to turn onto North Indian Trail. Our neighborhood doesn't want all the trees along the road removed but would like the ones along intersections blocking the views of the road and those too close to the shoulder/future sidewalk to be removed. Another issue is that vehicles often accelerate well above the speed limit as they rev up for joy rides and begin exiting city limits. Meadowglen Park is expected to be developed in this location in 2026 due to residential growth, and pedestrian traffic is expected to increase as residents attempt to access the park from the southern neighborhood blocks.

Finishing the long-neglected sidewalk project along North Indian Trail, by putting sidewalks on both sides, would greatly improve the safety of our neighborhood. We understand that funds are limited, but feel that comparatively the cost of the project is small and the benefits significant to our neighborhood.

-Thank you for your time and consideration. On the next page are photos taken while walking along the road shoulder.

North Indian Trail Neighborhood Council.



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Safe Streets For All
Date: Monday, September 22, 2025 10:54:44 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Sunday, September 21, 2025 3:12 PM
To: Klitzke, Kitty <kklitzke@spokanecity.org>
Cc: Feist, Marlene <mfeist@spokanecity.org>; Jones, Garrett <gjones@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Jael Stebbins <jael.stebbins15@gmail.com>; City Council Members and Staff <citycouncil@spokanecity.org>
Subject: Safe Streets For All

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Public Comment to The Public Infrastructure, Environment, and Sustainability Committee (PIES)

RE: Safety for pedestrians and micromobility users at Friendship Park and North Division Street in a Distressed Area of Spokane City

PIES Chair and Councilmember Kitty Klitzke:

The Shiloh Hills Neighborhood Council wishes to inform the PIES committee that, as stated in [RCW 46.63.220](#) (13) (b) (i) and [SMC 4.40.090](#), referenced in a report by Transportation Director Snyder ([TC TrafficCalmingAttributeAnalysis_9162025.pdf](#), page 4), Friendship Park in Shiloh Hills falls within the distressed [Census Tract 111.03](#). Therefore, it is required that this area be prioritized in traffic safety considerations.

Marlene Feist, the Director of Public Works, has committed to implementing 20 mph zones during the summer, installing a permanent speed feedback sign, and introducing a speed camera. However, this commitment remains unfulfilled.

Furthermore, two of the ten most hazardous intersections in Spokane, namely Francis/Division and Division/Lincoln Rd, are located at this troubled Census tract.

The Shiloh Hills Neighborhood Council humbly urges that these traffic safety issues be resolved promptly, as they pertain to the safety of our pedestrians, seniors, children, micromobility users, and motorists in an underserved area of our city. Addressing these concerns in a timely manner aligns with our municipal code and State law.

Respectfully,

Clifford Winger, for

The Executive Committee of the Shiloh Hills Neighborhood Council

(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: follow up to Shiloh Hills neighborhood council meeting 9/18/2025
Date: Wednesday, September 24, 2025 11:56:03 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Monday, September 22, 2025 3:23 PM
To: Davis, Marcia <mdavis@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>
Cc: Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Hamlin, Heather <hhamlin@spokanecity.org>; Bingle, Jonathan <jbingle@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>
Subject: Fw: follow up to Shiloh Hills neighborhood council meeting 9/18/2025

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Afternoon,

Our neighbors, as forwarded here, continue to have issues safely crossing N Nevada at E Cozza Dr.

School children cross this intersection to take STA to their schools, since District 81 does not have any schools in our neighborhood boundaries.

All we ask is a little paint for a temporary cross-walk at the intersection of Cozza/Nevada until we get the pedestrian hybrid beacon next year.

Thank you,
Cliff Winger, for

The Executive Committee of the Shiloh Hills Neighborhood Council
(509) 325-4623
ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: Hamlin, Heather <hhamlin@spokanecity.org>
Sent: Monday, September 22, 2025 2:40 PM
To: mikejoed@outlook.com <mikejoed@outlook.com>; shilohhillsNC@outlook.com <shilohhillsnc@outlook.com>
Cc: Groe, Amber <agroe@spokanecity.org>
Subject: FW: follow up to Shiloh Hills neighborhood council meeting 9/18/2025

Forwarding Email #2 of #3

Heather Hamlin | Director, Office of Neighborhood Services | City of Spokane

Desk 509.6263 | Mobile: 509.564.9880 | my.spokanecity.org

From: Michael Ward <michaelbward@gmail.com>
Sent: Sunday, September 21, 2025 9:41 AM
To: Hamlin, Heather <hhamlin@spokanecity.org>
Subject: Re: follow up to Shiloh Hills neighborhood council meeting 9/18/2025

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Just crossed Nevada at Cozza Drive, 9:38 AM, coming back from Church at Holy Cross Lutheran. Car speeding at me, refuses to stop, I hold up my arms like "what are doing"? and they give me the middle finger and don't slow down. barely avoided. We NEED a crosswalk here ASAP. we need a traffic light or something, it's dangerous.

Michael Ward

On Thu, Sep 18, 2025 at 8:36 PM Michael Ward <michaelbward@gmail.com> wrote:

Hello Heather, it was great to meet you and listen to your presentation. I have some issues with the city services that I've tried to access recently that I would like to bring to your attention, relating to the communication with Mayor's office and Spokane police

department. But before I go into those (relatively minor) issues, I want to bring up the intersection here at Nevada St and Cozza Drive.

I have lived in Spokane for about 30 years, and grew up on the South Hill, graduated from Lewis and Clark in 2000. I've lived on the north side since 2007, and in Shiloh Hills for all of that time. I worked at Wal-Mart on Colton St for many years, as well as around town. I currently work at the Arena painting logos on the ice for the hockey games.

This neighborhood has developed a lot since I first remember driving (riding, I was a minor) on Nevada Street. The speed limit at Lyons is 35 mph. Once you pass Lyons heading north, it changes to 40, and then to 45 mph. Drivers drive very fast once they hit this long stretch without lights, or crosswalks. We desperately need a crosswalk at Cozza Dr.

I've seen horrendous accidents occur -- largely because drivers heading East on Cozza see that they can't turn left onto Nevada, they must turn right, heading south. They often drive around the concrete barrier to head north.

We had a serious accident about a year ago, involving a van and a motorcyclist. We've had very severe accidents that required the entire block to be closed to traffic.

Many people cross Nevada at Cozza to head south on the STA bus system, or to return home after departing the bus on the opposite side of the street. Drivers do not stop for pedestrians. We are forced to stand in the middle of traffic and wait for an opening. We desperately need a crosswalk here. The intersection is poorly designed, and hasn't been updated in 20 to 30 years, that I can remember. the speed limits have not been updated to reflect the development that has occurred.

That's all for now,

Michael Ward

1015 E. Cozza Dr. #20

Spokane WA 99208
(509) 655-5108

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Crossing N Nevada & E Cozza
Date: Wednesday, September 24, 2025 11:56:08 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Monday, September 22, 2025 5:42 PM
To: michaelbward@gmail.com
Cc: Mike Donahue <mikejoedspokane@gmail.com>; Cliff Winger <c_wings@yahoo.com>; Hamlin, Heather <hhamlin@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Crossing N Nevada & E Cozza

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Michael,

We are aware of the safety issue crossing N Nevada St at Cozza Dr.

We are happy to inform you that a [pedestrian hybrid beacon](#) is set to be installed at that intersection next spring.

Likewise, we have repeatedly requested the Streets Department to paint temporary crosswalks on the pavement. Additionally, your request for a safer crossing at Nevada/Cozza was forwarded to our traffic engineers today.

As for rental issues between renters and landlords, you might view this City webpage:
<<https://my.spokanecity.org/housing/tenants-rights-and-resources>>.

The State has this resource: <<https://waforall.wa.gov/pages/tenants-rights>> and there is this organization: <<https://www.washingtonlawhelp.org/tenants-rights-while-you-are-renting>>.

Please keep in contact. Remember, we are a volunteer group of your neighbors who are here to do our best to help each other. We hope you can attend our November 20th meeting when Spokane Transit Authority will be our speaker.

Wishing you the best,

The Executive Committee of the Shiloh Hills Neighborhood Council
(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic Calming in Logan Neighborhood
Date: Wednesday, September 24, 2025 11:56:14 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: William Neville <wneville.iv@gmail.com>
Sent: Tuesday, September 23, 2025 7:52 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Traffic Calming in Logan Neighborhood

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

Is there a way to incorporate a crosswalk sign at Columbus and Indiana? Something with a flashing crosswalk sign as seen by the City Bus Stop on Mission and Columbus would probably be helpful and make that area more pedestrian friendly.

Thanks,

Will Neville
District 1
Logan Neighborhood

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: minutes
Date: Wednesday, September 24, 2025 11:56:19 AM
Attachments: [September 10, 2025 Minutes - Draft.docx](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Peaceful Valley Neighborhood Council <peacefulvalleync@gmail.com>
Sent: Tuesday, September 23, 2025 11:08 AM
To: Peaceful Valley Neighborhood Council <peacefulvalleync@gmail.com>
Subject: minutes

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Neighbors,
Here are the minutes from the September meeting.
Thanks!
On behalf of the neighborhood council,
Tod

Peaceful Valley Neighborhood Council
Meeting Minutes (draft)
September 10, 2025

Attendance: Voting Members: Bill Forman, Bryn Garrehy, Peggy Gilligan, Ann Haggett, Michelle Jones, John Lawson, Jan Loux, Tod Marshall, Lesley Quick, Kathy Thamm.

Residents: Mary Moltke, C. Lee Sage. **Guests:** Pollyanne Birge (ONS), Ryan Jamieson (SPD), Kitty Klitzke (City Council), Jan Yoder.

Chair Bill Forman called the meeting to order at 6 PM.

Welcome and introductions.

Approval of Agenda: Unanimously approved.

Approval of July Minutes: July minutes were unanimously approved with no changes.

Reports:

Neighborhood Safety: There were 3 calls for services in August and 2 situations that required police response. A suspect with warrant violations was chased from Browne's Addition into Peaceful Valley where he was pursued by the canine patrol and officers on foot and in vehicles. The suspect fled PV and was not apprehended. There was a fight at 3 AM on the basketball court that officers responded to, but no arrests were made. The police now have 2 "hot teams" that respond to homeless encampments. The teams include mental health professionals. As there are only 2 such teams, response times can still be slow. Unless the homeless encampment is on the river or blocking sidewalks, the police give campers a notice that they must move. If the campers don't move after notice, the police will come back to remove them. If the campers are blocking a sidewalk or camping on the river the police will remove them immediately. Lesley said she has recently had visitors from NYC and Philadelphia who were shocked at the number of homeless in Spokane. Also, visitors from Walla Walla would not let their children play near the river due to homeless encampments and drug paraphernalia on the river bank. Officer Jamieson said jail is on "red light", meaning it is full and can't accept anymore prisoners. If people are arrested for non-violent crime they are served a warrant and released. The closing of the Trent shelter has dispersed that population to other areas of the city. Kathy gave kudos to Kim, a day time patrol officer, who not only removed campers from Water Ave, but made them pick up all their trash before they left.

City Council: Kitty Klitzke clarified that city ordinance has no 3 day notice requirement before homeless can be removed. The 3 day allowance is a police policy. The scattered site homeless shelters are still growing, but there are still not enough beds. Many of the homeless refuse to move to shelters. The shelters coming on line are funded by a mix of city, state, federal and private dollars and are primarily run by churches and non-profit orgs. Deaconess Hospital is currently remodeling an entire floor to be used for addiction services. Kitty said the jail has physical space for more prisoners but is limited by staffing. The County is responsible for staffing the jail. Kitty said getting people enrolled in Social Security and Medicaid is the most effective step in getting them housed. With cuts to Medicaid, fewer people will be able to register. Deaconess has said that their Medicaid funds will be reduced by 40%. Kitty spoke in favor of the bond measures for schools and

Spokane Parks Dept that will be on November ballot. If the Parks bond measure passes , Parks will hire an additional 25 Park Rangers to police parks. There are continually many complaints around the City that Parks are too dangerous or trashy to use. Kitty said Spokane has been relatively successful in adding affordable housing, but more is still needed. When asked about reopening the Spruce St stairs Kitty said there is no money in the city general fund for that project.

ONS: Four townhall meetings are coming up to inform the public about the upcoming ballot measures for Park and school bonds. The 2025 Spokane Neighborhood Summit is scheduled for October 25 at the John J. Hemmingson Center on the Gonzaga campus. It is designed for Spokane neighbors to gather around community-identified priorities, learn together and grow practices in their neighborhood councils. The Summit is free and open to any current or aspiring member of a Spokane Neighborhood Council. Applications are now available for the Leadership Academy which starts in January. No one from PV has participated in the Leadership Academy and PollyAnne urged someone from the neighborhood to apply.

Community Assembly: Ann reported that there are 2 possible sources of funding for reopening the Spruce St Stairs. First is a CDBG grant. But the federal government may eliminate CDBG funds and there are many competing needs for those funds. The second possible source is traffic calming funds. The Spruce St stairs are on the project list for traffic calming funds with 2 proposals – one for complete replacement of the stairs at a cost of \$1.8 million, a second for repair of the stairs at a cost of \$350,000. Ann said the Neighborhood Council should vote on our preferred stair project – replacement or repair – and submit our preference to ONS. **Jan made a motion to support use of traffic calming funds to repair the wooden Spruce St stairs at an estimated cost of \$350,000.**

Discussion followed, with the general feeling that the replacement project is too costly and not needed. **The motion was approved by unanimous vote.** Tod and Ann will work on a letter from the Neighborhood Council to the Traffic Calming administrator with more detail on why repair and reopening of the Spruce St stairs is important to the neighborhood and beneficial to the city as a whole. In other news, Ann said that the City Council Town Hall for our district will be September 29 at the West Central Community Center at 6 PM.

Treasurer's Report: Jan said she paid for the face painter and the band , both for the August neighborhood block party. The expenses totaled \$462.50 and will be reimbursed from the Community Assembly Community Engagement Grant funds. The current bank balance is \$2,015.58.

Summer Block Party and Potluck Wrap-Up: Michelle said she has received nothing but positive feed-back from the event. Only \$462.50 of Community Engagement Grant funds were spent on the Block Party so \$387.50 is available. The NC previously approved applying for a Zoom account. Jan will apply and pay for the Zoom account, to be reimbursed from Community Engagement Grant funds.

Old Business: Future of the Community Center: Bryn reported that we had a meeting with Garrett Jones and Al Vordebrueghen and head of the Spokane Tribe fisheries program. The Tribe has asked Parks if it could lease the Community Center to provide office space for 2 biologists working in the salmon recovery program. The biologists' offices would be on the north side of the building, with occasional meetings in the larger room on the south

side. The biologists work Monday – Thursday during regular business hours. The Tribe stressed that it would only lease the building if it had the support of the PV neighborhood. The Tribe said it would welcome the neighborhood continuing to use the building for our neighborhood events including our monthly meetings, potlucks and other community usage. They said a master calendar would be posted to schedule use of the center. The Tribe will install internet in the building that the neighborhood can use. There were questions about availability of the building, especially the commercial kitchen. The impression of those who met with Parks and the Tribe was that they were not open to commercial use of the building, only community use.

Asphalt Art Project: Jan reported that PV's application for an asphalt art project for the intersection of Main and Cedar had been rejected because it was on a bus route. The Streets department denies projects on bus routes because they would have to be repainted frequently. Jan said we have 2 options – either press for an exception for our preferred intersection, or pick another intersection not on the bus route. Jan would prefer that we press for an exception as the primary purpose of asphalt art is to calm traffic. There is no intersection in PV that is not on a bus route that needs traffic calming. When the NC selected the Main/Cedar intersection we had committed to repainting the artwork ourselves as needed to keep it fresh. The group recommitted to that. **A motion was made to request an exception for our neighborhood and to ask that the asphalt art project be completed at the intersection of Main and Cedar. The motion passed unanimously.**

Good of the Order: Lesley asked what is happening with the swales on Clarke Ave now that the dead trees have been removed. Jan said she heard that new trees will be planted in fall. The sprinkler system for the swales has been turned on and the area is greening up. Tod said there will be a celebration of life for Patti Norton on Friday, September 11th at 5:30 in the Clarke St cul-de-sac. Tod expressed interest in asking Parks Dept for permission to plant a tree in Patti's honor on Park property somewhere in PV.

Meeting adjourned at 7:22 PM.

Respectfully submitted,
Jan Loux, Secretary, PVNC

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: support for Ray street PHB & pedestrian improvements
Date: Wednesday, September 24, 2025 11:56:29 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Brian Royer <pbroyer1@gmail.com>
Sent: Tuesday, September 23, 2025 11:25 AM
To: Gardner, Spencer <sgardner@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>
Subject: support for Ray street PHB & pedestrian improvements

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I and also members of Bethany Presbyterian Church at 26th and Ray wholeheartedly support these proposed improvements for the safety of children and traffic calming along Ray street. We also hope that in the future a new cross walk or other improvement at 26th and 27th may be considered as we create 22 new family apartments there.

Thank you for your consideration,

Brian Royer

Bethany Presbyterian Church

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic trauma/calming
Date: Wednesday, September 24, 2025 11:56:41 AM
Attachments: [image001.png](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: North Hill Neighborhood Council <northhillspokane@gmail.com>
Sent: Tuesday, September 23, 2025 3:26 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>; Webb, Scott <scotwebb@gmail.com>; Rob Bryceson <rob@gatheringhouse.org>; Raymond Sicilia, D.C. <siciliachiro@netzero.com>; Sandy & Mike Gill & Flahaven <gillflah@comcast.net>
Subject: Re: Traffic trauma/calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abigail.

I am forwarding your email to a couple of the North Hill Neighborhood Council chairs and the Garland Business District. The NHNC mtg is the 2nd Thursday of the month. We meet at 4 Letter Word at 6:30. It is at the corner of Wall and Nebraska.

I am also forwarding your message to the Garland Business District. I believe they have been having discussions with the City Streets department as well.

Julie Shepard

On Tue, Sep 23, 2025, 1:26 PM Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Hello!

I'm so grateful to your for reaching out!

I have your comments recorded in the public record for Transportation Commission's consideration.

Thank you!
Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
[808 W. Spokane Falls Blvd., Spokane, WA 99201-3335](#)
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Corrina Barrett <corrinabarrett99@gmail.com>
Sent: Tuesday, September 23, 2025 11:37 AM
To: northhillspokane@gmail.com; Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Traffic trauma/calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I want to inform folks that last week when I had attended the city council meeting regarding the Safe Streets Project I spoke about granting us a more urgent timeline and standing at the Post and W. Providence intersection than what is currently being planned. Granted, it did not make the current updated project list, I was assured by Inga that it was included and would be recessed. Of course we will want to address this concern, or any others folks would want included, somewhat formally and in writing. Deadline for further written comments is 10/7 for the Transportation Commission to pick the next round of projects for the neighborhoods. Send to Abbey Martin ammartin@spokanecity.org.

However, I was informed by Inga, the city residential engineer, that as a neighborhood council we have more clout in making our appeals of changes or suggestions of designated sites, not that I shouldn't make address of a particular site alone. I know we don't meet at the Gathering House anymore for our meeting but we are all familiar with this particular intersection. This is a frequented corner for pedestrian crossing.

That being said, even if we can get crosswalks painted at the spot I believe the possibility of a serious accident would be greatly alleviated. At this time I see young school age kids crossing at dire risk to getting hit by a car as traffic zooms around that bend. Further, and as I mentioned to Inga, that depending on the size of the projects deemed worthy, minimal work such as crosswalks can be moved up on a to do list. Thus, less is sometimes more.

I am also wondering about the one lane abridgement north of Garland on Post and how that will affect the thorough fare south of Garland and at Providence. Will this add a bottle neck coming across at the intersection and yet more congestion and possible accident. As of now there is a light at the Garland crossing but south of Garland it widens back into a two lane for a short distance where it crosses Providence and becomes one lane again. Is there a need for a Pedestrian crossing light or a stop sign at least there. There is nothing there slowing traffic going south on Post from there and it's more likely cars will be picking up a good amount of speed before crossing the intersection at Providence and Post before it changes back into a one lane dropping down the hill. What are your thoughts? Can we make an appeal for reassessment at this corner on the fringe of the Garland Business District through our neighborhood council.

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From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: PeTT issues to be discussed
Date: Wednesday, September 24, 2025 11:56:54 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Winger, Clifford <cwinger@spokanecity.org>
Sent: Wednesday, September 24, 2025 11:26 AM
To: Carol Tomsic <carol_tomsic@yahoo.com>
Cc: Snyder, Jon <jsnyder@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>
Subject: PeTT issues to be discussed

Hi Carol,

Thank you for the great PeTT meetings you lead.

Two items that do not get continuous attention and a news item in today's S-R paper.

1) Unpaved and streets that need rebuilds. These neighborhood, local access streets, do not have funding from present funding sources. To work on these streets, although unpopular, a City bond issue is needed. Perhaps PeTT could get a sponsor so it could eventually get on a ballot in 2026? (Also, CM Klitzke is working on sidewalk improvements that are also unfunded.)

2) Dangerous (arterial) intersections: Along with the top ten <<https://rangemedia.co/spokane-top-10-dangerous-intersections-urbanism-traffic-safety>>, the Monroe/SFB/Main/Riverside "hairball" and the Euclid under crossing of the NSC in Minnehaha need safety improvements for pedestrians. These get talked about but are not on a priority list to receive funding, so there is not much that happens for the safety of pedestrians, micromobility and others who frequently use these intersections. A priority list needs to be made, so funding can be obtained from the various sources and safety improved.

3) The Spokesman Review had an article: "What Kind Of Sign Actually Gets Drivers To Slow

Down?” in today’s paper by Emry Dinman at (509) 459-5472 or (emryd@spokesman.com).
(Includes quotes from Director Snyder)

Perhaps we could discuss these issues further or at a future PeTT meeting? I am copying Director Snyder and Abbey Martin, who may have more to give our PeTT committee at a future meeting.

Wishing you and your family many blessings,

Clifford Winger

CA Liaison to Transportation Commission

509.325.4623

<cwinger@spokanecity.org>

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic calming
Date: Thursday, September 25, 2025 9:45:18 AM
Attachments: [image001.png](#)



**Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
*she/her***

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Trina Colliver <btpcolliver@yahoo.com>
Sent: Wednesday, September 24, 2025 3:18 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Re: Traffic calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I am following up to see how we go about getting the speed feedback signs into our neighborhood. West Euclid off of Northwest Blvd is terrible for speeding cars. The neighborhood kids that walk to school do not have crosswalks and someone is going to get hurt. Was anything discussed months ago at the meeting to help our neighborhood deal with this. I have reached out to the police department to ask for patrols but have had no response and I also get no response from the online reporting.

If you can point me in the direction of enforcement and the feedback signs that would be great! The kids in our neighborhood deserve to have a safe place as they head to school.

Thanks,
Trina Colliver

On Thursday, May 29, 2025 at 09:09:48 AM PDT, Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Good morning, Trina, and thank you for your patience and neighborhood safety advocacy!

I did hear back the following from our Streets Director:

This is an area that gets the same complaints annually. Additional signs have been installed off of Glass and Columbia and lots of efforts from the neighborhood to curb speeding through the neighborhood. Suggestions to consider are speed tables, speed feedback signs and enforcement. I would also suggest education with the golf course making extra efforts to remind the golfers to be responsible when traveling through the neighborhood.

We're going to be setting up an internal, regular meeting to be considering traffic safety concerns throughout our community, and I'll make sure your concern is heard and taken into consideration.

Best,
Abbey.

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

-----Original Message-----

From: Trina Colliver <btpcolliver@yahoo.com>
Sent: Tuesday, May 27, 2025 8:28 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Re: Traffic calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello.
I'm just following up to see if you've heard anything yet.
Thanks so much.
Trina
Sent from my iPhone

> On May 20, 2025, at 8:44 AM, Martin, Abigail M. <ammartin@spokanecity.org> wrote:
>
> Good morning, Trina,
>
> Thank you for your email and for your care and concern for your neighborhood safety. I'm forwarding
your concern to City staff and will let you know what I hear.
>
> Best,
> Abbey.
>
>
> Abigail M. Martin, MS Int'l Comp Ed Policy; MAT she/her Manager of
> Neighborhood Connectivity Spokane City Council
> 808 W. Spokane Falls Blvd., Spokane, WA 99201-3335 OFFICE (509)
> 625-6426 | ammartin@spokanecity.org
>
> -----Original Message-----
> From: Trina Colliver <btpcolliver@yahoo.com>
> Sent: Tuesday, May 20, 2025 6:53 AM
> To: Martin, Abigail M. <ammartin@spokanecity.org>
> Subject: Traffic calming
>
> [CAUTION - EXTERNAL EMAIL - Verify Sender]
>
> Good morning,
>
> I have called the hotline and sent several emails to find out how to address the traffic issues in our
neighborhood.
> We live on Euclid Ave by Audubon/Downriver and the amount of traffic that speeds through our

neighborhood is concerning. Cars do not yield in the uncontrolled intersections nor do they travel at the posted speed limit, not even close.

> Is there a way to get an officer to patrol the street?

> Is there a way to put yield signs on Euclid to possibly get the golfer traffic to travel northwest blvd??

> School kids and neighborhood kids are ignored by these cars that speed through our neighborhood.

>

> Recently our son was in an accident and his car was totaled by a lady that did not yield to him. She was traveling about 35 through the intersection.

> Please help me find the right solution for this ongoing problem on our street.

> Thank you.

> Trina Colliver

> Sent from my iPhone

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Pittsburg Central to Francis
Date: Thursday, September 25, 2025 2:22:54 PM

Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

-----Original Message-----

From: Charles Hansen <charles_hansen@prodigy.net>
Sent: Thursday, September 25, 2025 12:33 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Pittsburg Central to Francis

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abbey I want to put in my vote for the final fill in sidewalk for kids walking from both Whitman and Rogers. The Whitman school boundaries are Francis, Wellesley, Crestline and Nevada, so kids walking to Whitman school do not have to cross any busy arterials. There is Rowan which is an arterial but the school has crossing guards there and it is not real busy. I understand Whitman is very unique in location to make walking to school very easy and pretty safe when students can use sidewalks and not have to walk in the street like I did when I went to Whitman. (Note the street I walked on was not paved then so cars drove very slow due to the potholes). Rogers has a light at Pittsburg so many of the Rogers students also walk on Pittsburg going and coming from school. Because of this light Pittsburg is also a bike route. I did ask for some way to cross Francis at Division when we did the four year planning, as the bike route goes north I think to Lyons Avenue, and crossing Francis at Pittsburg is hard to do.

Charles Hansen Whitman Chair

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic
Date: Thursday, September 25, 2025 3:43:55 PM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Diane Kruiswyk <DianeK@spokaneschools.org>
Sent: Thursday, September 25, 2025 8:56 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Traffic

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning Abbey!

I spent time at our crosswalks yesterday afternoon and this morning. Afternoon on Illinois is fairly slow. In the mornings there is more traffic, likely folks heading to work. I walked Hamilton and Illinois and did notice that, while there are flashing lights saying it is 20MPH when lights are flashing, there are no cameras to enforce this. Very few vehicles were going 20 MPH. I checked all 4 flashing lights, and none are photo enforced. One flashing school zone light is on Cincinnati and Illinois but nothing East bound after you cross Hamilton. While walking I witnessed 2 near collisions at Hamilton and Montgomery. One car, heading East was blocking the South bound lanes to turn left and head North. The other near miss was a North bound car turning left to head East on Montgomery and ran over the concrete divider and was almost T-Boned by South bound traffic. Several horns were blared. Numerous yards on Hamilton have foliage that is so overgrown that it makes using the sidewalk difficult.

Diane L Kruiswyk

Principal Assistant ~ Logan Elementary
509-354-3434

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic trauma/calming
Date: Monday, September 29, 2025 10:26:40 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Corrina Barrett <corrinabarrett99@gmail.com>
Sent: Friday, September 26, 2025 4:19 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>; northhillspokane@gmail.com
Subject: Re: Traffic trauma/calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abigail,

So what do you think?

Can we bump it up? Maybe go have a second look.

Ernest

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From: Martin, Abigail M. <ammartin@spokanecity.org>
Sent: Tuesday, September 23, 2025 1:26:20 PM
To: Corrina Barrett <corrinabarrett99@gmail.com>; northhillspokane@gmail.com
<northhillspokane@gmail.com>
Subject: RE: Traffic trauma/calming

Hello!

I'm so grateful to your for reaching out!

I have your comments recorded in the public record for Transportation Commission's consideration.

Thank you!

Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Corrina Barrett <corrinabarrett99@gmail.com>

Sent: Tuesday, September 23, 2025 11:37 AM

To: northhillspokane@gmail.com; Martin, Abigail M. <ammartin@spokanecity.org>

Subject: Traffic trauma/calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I want to inform folks that last week when I had attended the city council meeting regarding the Safe Streets Project I spoke about granting us a more urgent timeline and standing at the Post and W. Providence intersection than what is currently being planned. Granted, it did not make the current updated project list, I was assured by Inga that it was included and would be recessed. Of course we will want to address this concern, or any others folks would want included, somewhat formally and in writing. Deadline for further written comments is 10/7 for the Transportation Commission to pick the next round of projects for the neighborhoods. Send to Abbey Martin ammartin@spokanecity.org.

However, I was informed by Inga, the city residential engineer, that as a neighborhood council we have more clout in making our appeals of changes or suggestions of designated sites, not that I shouldn't make address of a particular site alone. I know we don't meet at the Gathering House anymore for our meeting but we are all familiar with this particular intersection. This is a frequented corner for pedestrian crossing.

That being said, even if we can get crosswalks painted at the spot I believe the possibility

of a serious accident would be greatly alleviated. At this time I see young school age kids crossing at dire risk to getting hit by a car as traffic zooms around that bend. Further, and as I mentioned to Inga, that depending on the size of the projects deemed worthy, minimal work such as crosswalks can be moved up on a to do list. Thus, less is sometimes more.

I am also wondering about the one lane abridgement north of Garland on Post and how that will affect the thorough fare south of Garland and at Providence. Will this add a bottle neck coming across at the intersection and yet more congestion and possible accident. As of now there is a light at the Garland crossing but south of Garland it widens back into a two lane for a short distance where it crosses Providence and becomes one lane again. Is there a need for a Pedestrian crossing light or a stop sign at least there. There is nothing there slowing traffic going south on Post from there and it's more likely cars will be picking up a good amount of speed before crossing the intersection at Providence and Post before it changes back into a one lane dropping down the hill. What are your thoughts? Can we make an appeal for reassessment at this corner on the fringe of the Garland Business District through our neighborhood council.

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From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Contact Mayor Brown's Office
Date: Monday, September 29, 2025 10:26:48 AM
Attachments: [image001.png](#)
[image002.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Hamlin, Heather <hhamlin@spokanecity.org>
Sent: Friday, September 26, 2025 11:25 AM
To: Davis, Kirstin <kdavis@spokanecity.org>; Mayor <mayor@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Groe, Amber <agroe@spokanecity.org>; Strassenberg, Daniel <dstrassenberg@spokanepolice.org>; Hut, Erin <ehut@spokanecity.org>
Subject: Re: Contact Mayor Brown's Office

Hi All,

Adding Jon and Abigail into this communication. They are creating a master list of projects for the City and may be able to shed some light on improvements that are already in the works.

ONS manages the mobile speed feedback trailer fleet. These are solar powered and only operate through early October.

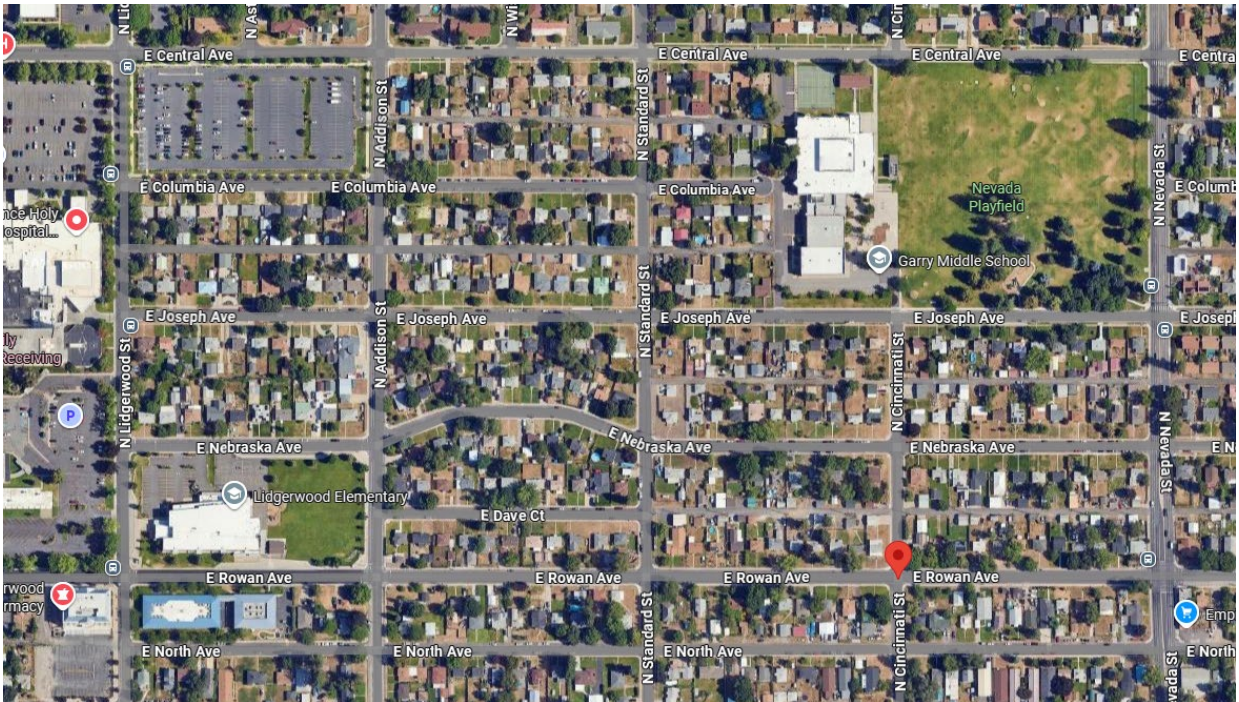
Warmly,
Heather

From: Davis, Kirstin <kdavis@spokanecity.org>
Sent: Friday, September 26, 2025 10:21:34 AM
To: Mayor <mayor@spokanecity.org>
Cc: Groe, Amber <agroe@spokanecity.org>; Hamlin, Heather <hhamlin@spokanecity.org>; Strassenberg, Daniel <dstrassenberg@spokanepolice.org>; Hut, Erin <ehut@spokanecity.org>
Subject: RE: Contact Mayor Brown's Office

Good Morning, Zainab!

I'm looping in our Traffic Calming and SPD folks, as they have more of a process to offer. See inquiry

to Mayor's office below.



Thanks,

Kirstin

From: City of Spokane Mayor's Office <mayor@spokanecity.org>

Sent: Friday, September 26, 2025 10:02 AM

To: Davis, Kirstin <kdavis@spokanecity.org>

Subject: Contact Mayor Brown's Office

Good morning, Kirstin,

This came into the mayor's inbox. It's a request for 25/MPH and school zone signage in the neighborhood surrounding Garry Middle School and Lidgerwood Elementary.

I live in the Lidgerwood area, and my children go to school and Garry Middle School and Lidgerwood Elementary. In the past couple years there have been SEVERAL children hit by cars at the intersections along Rowan Street even when a crossing guard was present. My nephew was hit by a car and injured crossing Rowan at Cincinnati two years ago. I am requesting a 25 MPH zone for Rowan between division and Nevada since there are many many children who walk in this area going to and from school. There is NO school zone sign on Rowan from Addison to Nevada and unfortunately people tend to pick up speed in that short distance, and this is a very dangerous road for the City Children. Please please consider my request immediately. It would also be helpful to have a police presence in the morning and afternoon since I myself have seen vehicles not abiding by the crossing guards Stop signs and driving through the intersection while children are crossing. Please this is an immediate concern.-

-We need a 25mph school zone signage on Rowan between division and Nevada.

Catherine Harper
+1(509)230-6535
catherineost@gmail.com

Respectfully,

Zainab | The Mayor's Office Team | City of Spokane

Emails and attachments sent to or from the City, including personal information, are presumptively public records that are subject to disclosure. – Chapter 42.56 RCW

ref:!00D2E0nuGL.!500WQ0ysMDx:ref

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic concern
Date: Tuesday, September 30, 2025 9:34:59 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Catherine Harper <catherineost@gmail.com>
Sent: Monday, September 29, 2025 7:37 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Re: Traffic concern

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you so much Abby, I really appreciate you responding back to me. I really hope this section is considered for a future project. Again thank you for your time and consideration.

On Mon, Sep 29, 2025 at 11:04 AM Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Good morning, Catherine,

I was forwarded your concern from the Mayor's Office about wanting reduced speed signs on Rowan between Division and Nevada.

While I work for the City Council, I'm part of an interdepartmental workgroup that documents these concerns and reviews them for future consideration for Traffic Calming projects. I've documented your concern, and I'm also forwarding it to our Transportation Commission as they're in the midst of considering future Traffic Calming projects for 2026 and 2027.

Thanks for sharing concern for our community's wellbeing and safety,

Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council

[808 W. Spokane Falls Blvd., Spokane, WA 99201-3335](#)
[OFFICE \(509\) 625-6426](#) | ammartin@spokanecity.org

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#); [Snyder, Jon](#)
Subject: FW: Northwest Neighborhood - Traffic Calming Questions and Concerns
Date: Friday, October 3, 2025 10:00:58 AM
Attachments: [image001.png](#)
[image001.png](#)

Not sure if this needs to be included in the potential traffic calming packet for Transportation Commission?



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: turnerrobert B Turner <TurnerRobert@msn.com>
Sent: Wednesday, October 1, 2025 12:44 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: gail cropper <glcropper@yahoo.com>; Snyder, Jon <jsnyder@spokanecity.org>; Zappone, Zack <zzappone@spokanecity.org>; Deese, Jackson <jdeese@spokanecity.org>; Klitzke, Kitty <kklitzke@spokanecity.org>; Sirott, Sarah <:ssirott@spokanecity.org>
Subject: Re: Northwest Neighborhood - Traffic Calming Questions and Concerns

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you, Abbey. I'm assuming everyone who will be associated with that meeting has an opportunity to read what I prepared. What we are really looking for is a consistent way to look at traffic calming so it's understandable to citizens and to city Council what we're trying to look for and accomplish. Traffic calming is a great program. I just think sometimes we need to stop and think about what we're trying to accomplish and while smaller projects do have some merit, It might be good to focus our time effort and money on significant problems that will give us a greater benefit.

Sent from my iPhone

On Oct 1, 2025, at 10:58 AM, Martin, Abigail M.
<ammartin@spokanecity.org> wrote:

Hi, Bob, thanks for reaching out!

I'm forwarding your comment to the Transportation Commission, and I'd also like to make you aware that Council Members Zappone and Klitzke are organizing a town hall to address traffic calming (crossing Francis) and the public's preferred options on November 6 at 6pm at Shadle Public Library.

Best,
Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: turnerrobert B Turner <turnerrobert@msn.com>

Sent: Tuesday, September 30, 2025 4:38 PM

To: gail cropper <glcropper@yahoo.com>; Snyder, Jon <jsnyder@spokanecity.org>;
Martin, Abigail M. <ammartin@spokanecity.org>

Subject: Northwest Neighborhood - Traffic Calming Questions and Concerns

[CAUTION - EXTERNAL EMAIL - Verify Sender]

The Northwest Neighborhood was looking at the Traffic calming list and we had some questions.

We're not sure where the request came for Francis Avenue at Fotheringham for the PHB on Francis. That doesn't track with the meetings that we went to almost a year ago when we started talking about Traffic Calming projects.

More importantly, we're concerned about how you're making decisions about Traffic Calming. Your decisions and criteria do not appear to be consistent.

For example, here are things we think we should look at when considering Traffic Calming projects.

Is the main street an arterial?

Is the intersecting street an arterial?

What are the traffic volumes on the main street?

What are the traffic volumes on the intersecting street?

What are the collisions at the intersection or location?

What are the collision types?

When are the collisions? Are they at night or during the day? That might affect whether the intersection is lighted properly

How many collisions involved pedestrians or bicycles

How many collisions only involved vehicles?

How many collisions involved exceptional circumstances, such as speeding or under the influence?

Is there's a bus stop at this location?

Is there a marked crosswalk at this location?

Is this location on a school route?

If we look at Fotheringham and Francis, this suggestion does not make sense based on the criteria that we mentioned above.

Francis is an arterial

Fotheringham is not an arterial

It does not have a marked crosswalk

It is a boundary between Indian Trail and Westview schools, no school children cross Francis at Fotheringham

It is not a bus stop

Traffic volumes are lower here on Francis than at other locations on Francis

Fotheringham has very low residential traffic volumes here

I will assume that traffic collisions here are relatively low

I will assume that pedestrian or bicycle collisions are extremely low

If we want to apply these decision criteria consistently, then lets look at three locations that would be a significantly better choice for a Traffic solution and would significantly improve safety.

Lets look at Francis and A Street first.

Francis is an arterial

A Street is an arterial

There is a bus stop here

Francis has high traffic volumes

A Street has relatively high traffic volumes, especially since the Wellesley and A Street Roundabout was installed.

This intersection has high collision rates

This intersection has high injury collisions that involve pedestrians and bicyclists

This intersection has a lot of near misses because of the turning movements involved in negotiating this intersection.

Next lets look at Francis and Belt.

Almost everything said about Francis and A Street can be said for Francis and Belt.

Third, and more importantly for District 3, if you wanted to look at actually solving a problem, go to Francis/9 Mile Road and Rifle Club Road. That intersection should have had a traffic signal when the homes went in on the east side of the intersection, but the developer was relieved at that responsibility by the city council at that time.

We know people in that neighborhood who have to put their kids in their car just to drive a block to Westgate Park, which is on the west side of the intersection because they don't want to cross the 5 lane Francis Street, and who can blame them.

If you really want to solve a problem, you should put a traffic signal in at this location. This will control the speeds and will allow for protected crossings for bicyclists and pedestrians who want to use Westgate park and access the centennial trail.

Since this is on a state route the WSDOT will say you have to use a Roundabout here. This is a bad idea because this will not protect pedestrians and bicyclists. The distance is too wide to cross and the cars will likely not stop for pedestrians or bicyclists in a Roundabout which will still make it unsafe, especially for children. This should be a traffic signal.

So to conclude for the Northwest Neighborhood, we would like to know what criteria you're using consistently to look at Traffic Calming projects or are you just making political decisions to spread the money out evenly.

Traffic Calming projects install a lot of small projects like bump outs, and similar items that are questionable in how effective they are rather than spend your time and money on projects that will solve a real problem and make the location in question safer not only for pedestrians and bicyclists but also for STA and general vehicles.

Look at Francis and A Street and Francis and Belt. I am personally familiar with proposed intersection plans for these intersections.

But in particular look at Francis/9 Mile Road and Rifle Club Road.

Please respond so we can talk further about what the **consistent criteria** are that you're using to make these decisions.

Thank You

Bob Turner

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Message from WIRELESS CALLER (xxx-xxx-xxxx)
Date: Wednesday, October 1, 2025 12:24:56 PM
Attachments: [VoiceMessage.wav](#)
[image001.png](#)

These folks live at 2723 N. Regal and are very concerned about speeding through their neighborhood. I've documented the concern in our internal/interdepartmental workgroup for consideration for future traffic calming, referred them to the traffic hotline, and just emailed Streets about the issue.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Cisco Unity Connection Messaging System <unityconnection@spokanecity.org>
Sent: Wednesday, October 1, 2025 8:36 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Message from WIRELESS CALLER (5097107005)

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#); [Snyder, Jon](#)
Subject: FW: Division TOD - PIES comment
Date: Friday, October 3, 2025 10:19:08 AM
Attachments: [image001.png](#)

Again, not sure whether to include for Transpo Comm?



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Shiloh Hills Neighborhood Council <shilohhillsNC@outlook.com>
Sent: Thursday, October 2, 2025 10:23 AM
To: Klitzke, Kitty <kklitzke@spokanecity.org>
Cc: Cliff Winger <c_wings@yahoo.com>; Martin, Abigail M. <ammartin@spokanecity.org>; Bingle, Jonathan <jbingle@spokanecity.org>
Subject: Division TOD - PIES comment

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Day, Councilmember and PIES Chair Klitzke:

In light of the consultant's project update on September 24, 2025, regarding the Division Transit Oriented Development (TOD), I believe that the primary concerns, that were omitted, lies in adequate stakeholder engagement as well as planning thoroughness necessary to revitalize the Division corridor following the completion of the North Spokane Corridor (NSC).

The commerce along Division Street serves as a crucial **tax revenue source** and employer for the City of Spokane. These Division enterprises have a significant impact on Districts One and Three. Given these considerations, the future of Division Street is vital for the overall future of our City.

I believe these crucial steps have not been adequately addressed:

Stakeholder Engagement: Consult property owners, business proprietors, and managers along Division Street.

Street Redesign Strategy: Develop a plan to evolve Division Street from a "stroad"

(mixed street/road) into a boulevard that supports stakeholders' vision and goals.

Project Scope Definition: Define the TOD's scope and objectives through direct consultation with Division Street stakeholders.

Task Decomposition: Break down the project into feasible tasks executable by the City of Spokane.

Methodology Selection: Choose approaches to achieve the project's scope and realistic objectives.

Success Measurement: Establish metrics to evaluate progress and achievement of specified outcomes.

Should I give a presentation on my observation to PIES on October 20, 2025? Or, should I send my comment to the City Council for their better understanding of this issue? I have already given these comments to the Division TOD planning team.

Thank you for your great work for our City. Wishing you many blessings,
Cliff Winger

The Executive Committee of the Shiloh Hills Neighborhood Council
(509) 325-4623

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Contact Mayor Brown's Office
Date: Friday, October 3, 2025 11:19:08 AM
Attachments: [image001.png](#)
[image002.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Snyder, Jon <jsnyder@spokanecity.org>
Sent: Thursday, October 2, 2025 3:37 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: FW: Contact Mayor Brown's Office

Just to add to our list of potential future traffic calming projects:



Jon Snyder (he/him) | Director of Transportation and Sustainability
City of Spokane | my.spokanecity.org | jsnyder@spokanecity.org

From: City of Spokane Mayor's Office <mayor@spokanecity.org>
Sent: Thursday, October 2, 2025 10:10 AM
To: Snyder, Jon <jsnyder@spokanecity.org>
Subject: Contact Mayor Brown's Office

Good morning, Jon,

This came into the mayor's inbox. It's an inquiry about bike lanes in the city and some of the high traffic areas that are difficult to navigate or pass through. I checked the traffic calming map which had sidewalks done in 2023 at Rowan and Monroe. There's also a traffic signal improvement project slightly to the west at Ash and Maple on Rowan, scheduled for 2026.

The current bike map indicated that as a moderate traffic area.
I've shared the constituents contact information should you wish to contact her directly.
Otherwise please advise how you would like us to proceed. Please see her message below.

I live on N Ash Street 99205-

-I bike commute to work but Spokane makes it really hard with the lack of stoplights on the north side. for instance, it is really hard for me to cross Monroe on rowan (rowan is supposed to be a designated bike route) on any afternoon or any morning when there isn't a school or I've missed the crossing guard. what can we do about getting more traffic lights to make things more bikeable?

[Kristen Skruber](#)
+1 (615) 495-1418
skruber@gonazaga.edu

Respectfully,

Zainab | The Mayor's Office Team | City of Spokane



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ref:!00D2E0nuGL.!500WQ0118mRU:ref

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: District 2 Traffic Calming Project
Date: Monday, October 6, 2025 9:45:22 AM
Attachments: [image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: doug@trudeaus.com <doug@trudeaus.com>
Sent: Saturday, October 4, 2025 9:48 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Kim Crumpacker <kim@lbstoneproperties.com>; stuebi <stuebi@comcast.net>; Kim Crumpacker <kim@lbstoneproperties.com>
Subject: District 2 Traffic Calming Project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abbey,

The East Central Neighborhood Council fully supports the installation of 20MPH School Speed Zone signage on 9th Ave and Perry street . This should greatly improve public safety for the neighborhood, and we hope it will make the final cut.

Thank you for the consideration of this traffic improvement.

Doug Trudeau
509-624-2102 doug@trudeaus.com
East Central Neighborhood Council Chair

From: [Martin, Abigail M.](#)
To: [Peaceful Valley Neighborhood Council](#); [McCall, Angie](#); [Snyder, Jon](#); [Ann Haggett](#)
Subject: RE: Spruce Street stairs repair
Date: Monday, October 6, 2025 10:27:09 AM
Attachments: [image001.png](#)

Thank you, Peaceful Valley!

I will make sure these public comments are included in the packet for the Transportation Commission's consideration of the next round of projects.

Best,
Abbey.



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her
Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Peaceful Valley Neighborhood Council <peacefulvalleync@gmail.com>
Sent: Monday, October 6, 2025 10:06 AM
To: McCall, Angie <amccall@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Ann Haggett <annhmontana@gmail.com>
Subject: Spruce Street stairs repair

[CAUTION - EXTERNAL EMAIL - Verify Sender]

John, Abbey, and Angie,
Ann and I have gathered comments from Peaceful Valley residents about the repair of the Spruce Street Stairs. We hope that the city will fund the restoration of this important pedestrian corridor.
Thank you for your time,
Tod Marshall and Ann Haggett
On behalf of the Peaceful Valley Neighborhood Council

Comments from residents of Peaceful Valley on the Spruce Street Stair Project

1. Thank you for the work on this issue! I'm happy to hear there is a chance these stairs will be repaired. The stairs are important to my fiancé and I as we greatly appreciate being able to easily walk to friends and businesses in Browne's Addition. The stairs on Bennett are the easiest way for the residents of Peaceful Valley to visit the Museum of Arts and Culture and other restaurants and businesses in Browne's. Similarly, the stairs provide river and park access to people living in Browne's Addition. Finally, due to increased camping along Main Ave and on the Cedar St stairs, other methods for leaving Peaceful Valley on foot can often feel unsafe. The stairs on Bennett connect two different areas that are largely residential, these stairs can be a safer option for people in Peaceful Valley to walk around town.

Emily Davis (emilyrdavis5@gmail.com)

2. My brief message for the city: As a frequent user of the Spruce Street stairway before it became unsafe, I can attest to the value it provides to the residents of Peaceful Valley and Bennett's Addition, significantly shortening the walk up to the western portion of Browne's Addition.

Dave Dubuque, 13 N Cedar

3. To Whom It May Concern,
My name is Michelle Jones, and I am a resident of Peaceful Valley. Most importantly, pertaining to the reason for this missive, I am a car-free, non-driving resident of Peaceful Valley who uses - or used - the Spruce Stairs regularly and who is a bit put out by being forced to endure the Cedar Stairs. Writing a comment as to why we should be able to leave our neighborhood on foot via a safe and clean set of stairs peeves me a little bit, considering all the (expletive) that has rolled down that hill lately!

Regardless, as follows are some reasons as to why I believe the Spruce Stairs should be repaired.

- Though they have the same number of steps as the Cedar Stairs, the Spruce Stairs are at a gentler incline, so the 100+ steps are easier to climb without needing a rest.

- The Spruce Stairs are constructed of wood, which is much easier for our shoes to gain purchase on in inclement weather, and each step is flat and straight; with a little (neighbor provided) de-icer, they are easily passable. Whereas, the steel of the Cedar Stairs make for a precarious - even dangerous - trip during cold/wet seasons, as the grating stays slick and the edge of each steel step is inexplicably rounded, so one can slip and tumble down with greater ease....or something? Truly perplexing, that.

- The Spruce Stairs are out of the way, unlike the centrally-located Cedar Stairs which are a popular place for those living unsheltered to relieve themselves, one way or another: while you are watching your feet so as to not trip up the steps, you are greeted with some very unsightly things underneath the Cedar Stairs, from discarded laundry, syringes, and excrement underneath them - to 4 or 5 people casually using drugs under a sheet of cardboard right there on the landings! And let me tell you, re: excrement - the practice is to sit on the railing to relieve oneself, so best practice is to not touch the handrail at all, if you catch my drift. Not a problem I've seen on the Spruce Stairs - because they're not close to downtown and do not allow for passage under every landing, where there is a veritable system of trails under the Cedar Stairs, if you haven't noticed, running all the way to the camps under the Maple Bridge.

- The Spruce Stairs, due to their location, aren't in prolonged direct sunlight at any time of the day, with the apartments and trees nearby. They also provide access to the river and trails for Browne's Addition residents and others who utilize the parks and trail system - especially the Gorge Loop Trail - without having to use the dangerous shoulder/path/deathtrap that runs alongside Riverside Avenue, which is not even wide enough for two people walking to pass each other - so not having the Spruce Stairs open actually puts lives in danger, too: if a wheelchair(or bicycle/scooter) user must take Riverside down, then any pedestrian who finds themselves coming up is going to have to step over the curb into the street, aren't they? I don't think I need to tell you how fast people drive down Riverside. It's amazing there hasn't been a collision there yet.

In conclusion: Please, please, please fix the Spruce Stairs! OF COURSE I would use them if they were repaired!

Between turning Cedar to Water Ave into an unmarked and invisible one-way (causing never-ending back-and-forth traffic from a boat launch no one asked for), taking away our right to turn onto Monroe from Main, and losing our Community Center, I feel like Peaceful Valley is owed this one thing!

Thank you for your time and consideration,

- Michelle A Jones (michellegarrehyjones@gmail.com)

4. Dear PVNC,

I hope this message finds you well. I wanted to take a moment to share my thoughts on the importance of the Spruce Street stairs.

Before they became unsafe, I used these stairs regularly as part of my jogging route. They provided a much-needed connection to Riverside Avenue and Browne's addition, making my run more enjoyable and efficient. The stairs not only offered a great workout but also allowed me easy access to the MAC, which I enjoy visiting. The convenience and utility of these stairs cannot be overstated, and I truly miss having access to them.

Repairing the Spruce Street stairs would undoubtedly enhance the overall quality of life for Peaceful Valley residents like myself. I am excited about the potential funding opportunity and fully support the initiative to restore the stairs. I believe that once repaired, they will once again become a valuable asset to our community.

Thank you for your efforts in making this possible. I look forward to seeing the stairs restored and being able to use them again.

Best regards,

Nick Harrington (nickharry214@hotmail.com)

5. The stairs provide PV and Brownes Addition residents with a critical pedestrian link. For PV, it provides pedestrian access to Brownes Addition for the MAC, restaurants, and public transportation without having to drive a car. For Brownes Addition residents, they can use the stairs to access the Spokane River as well as transportation to SCC. Both support the Spokane vision to be more pedestrian friendly. I highly support fixing or replacing these stairs.
Jeff Logan (509) 381-8700

6. Hi!

Yes, I used the stairs all the time. One of the draws for Peaceful Valley is the walkability and the more we can have residents be able to walk to different parts of town the less vehicles and traffic on the road. Also, the healthier the community. I would use the stairs at least twice per week if the stairs are repaired. I am a single female and the only downside to the stairs was sometimes there would be people sleeping/camping on the stairs. That would sometimes deter me from using them and I would take the long way. So if there's something that could be done to make them "feel safe" that would also be a plus. Thank you!

Beck Nickel (beckynickel@live.com)

7. Hi!

This is great news. My spouse and I use the stairs frequently to go to the art museum, Browne's addition restaurants, park, etc. It's way quicker than going to the other stairs and beats parking congestion near Browne's restaurant district.

Thank you!

Angel & Darby (2015 W Clarke Ave) (angelica.meegan@gmail.com)

8. With the growth and vibrancy of Browne's Addition including the Saturday farmer's market, and the further development of shopping and eateries in west downtown (Brickwest, Ladder Coffee, Rocket Bakery, Fringe and Fray, Jewel of the North, The Elk, and the MAC- all places I frequent) these stairs remain a vital element to join these neighborhoods together. As a resident of PV close to the stairs, I repeatedly see people using the stairs going up and down to enjoy the river. These stairs also connect Browne's and West of Downtown residents to the South Gorge Trail that connects to Kendall Yards. One staircase enhancing the lives of 4 neighborhoods. Please get them repaired.

Lesley Quick (thequickzone@gmail.com)

9. Re: the Spruce St Stairs repairs.

I live in the western end of PV and used to use the stairs regularly. I stopped due to their disrepair and unsafe status. I no longer walk up to Browns Addition businesses because of the stairs being unsafe to use. On the weekends they provide a valuable way to access bus lines on Riverside since STA doesn't serve PV on Clarke Saturdays and Sundays.

Finally, I even use the stairs in the winter as it's much easier to go up or down the stairs than walk the "long way around" (an additional mile or so) to access Riverside and the City Line. Finally, the Spruce St. Stairs allow Browns Addition residents to better access the Gorge Trail and the Spokane River. Please fix the Spruce Street Stairs, they are a valuable link in our community.

Heidi (hjpatc@gmail.com)

10. That's so exciting! I live at the bottom of the stairs, and I use them frequently, even after they closed. They are the easiest way to the City Line bus, and I would use the bus more if I didn't feel unsafe going up them. I also use them to get to the restaurants and Rosauers in Brownes Addition. Again, I would be more likely to walk to the store if I felt safe on the stairs. I have a roommate that just moved in who does not drive. It would be so great if she had easier access to the buses in Brownes. I also notice that many people still use the stairs, and people are going up and down them all day long. It seems like people are going down for the bus or the river. There are also people who use the stairs as a place to hang out (or sleep). It makes me very concerned that they are in such poor condition, and whenever I hear a loud noise, I worry that

it's someone that has fallen through and hurt themselves. I really hope we can get funding!
Please let me know what we can do!

Kelsey (kelseycarlston@gmail.com)

11. Yes the stairs are important ! The only current way we have to access Riverside without going thru downtown is the stairs at the east end or walking up the unsafe Riverside hill from People's park. The stairs would make it so much more convenient to go to the restaurants up in Brown's Addition, the grocery store, the MAC, Cda park. We also have a large apartment complex going in at the end of Bennett's addition and those residents are going to need someway to get up the hill ! Yes, yes, yes I would use the stairs.

Colleen Patrick (lasenoritagringa@yahoo.com)

12. I absolutely would use these stairs. It's been unfortunate that they felt unsafe in many ways. I am a walker and enjoy going to Brown's Addition for a variety of reasons! Please repair them.
Ann Main (annmain70@gmail.com)

13. In reference to the needed repairs of the Spruce street.stairs I used the stairs weekly till closed due to needed repairs. The safety provided by short cut to the river is so appreciated not just because of the heavy traffic and narrow one side sidewalk in bus route.but also the increase in wild fires. The stairs grant an escape route. During the hot summer months the stairs have given a shaded resting area. Many times I almost missed the last bus back home and stairs gave me the short cut to the bus stops at each end. At my advancing yrs the security in knowing if it was getting to much for my health I had a short cut. I would like it back, Please.Repairs not replacement to preserve the delicate green space so loved in this scenic trail access with its autumn winter views and glimpses of the wildlife babies in spring are a much hidden treasure of the Peaceful Valley /People Park experience. Thank you for consideration for funding
Gilligan.P. Resident and regular user Spruce street Stairs (gilliganpeg22@gmail.com)

14. I use the Spruce St stairs. Even when closed due to safety issues, I have made my way around the tape and used the stairs. The stairs provide a vital link for anyone trying to get to the river or the Sandifur Bridge to connect with the Centennial Trail from Brownes Addition. The stairs are especially important to the residents of Peaceful Valley and Brownes Addition as they are a main route for walking both neighborhoods. I would very much like to see the stairs repaired so they are safe again.

Jan Loux (janloux75@gmail.com)

15. To the City of Spokane, Please consider repairing the Spruce Street stairs. They provide good access for bus users between stops in Peaceful Valley and stops on Riverside. Further, they provide easier access for people in Bennett's Addition, People's Park pedestrians, and walks from Kendall Yards to the many amenities and events in Browne's Addition. Thank you for your time.

Amy Sinisterra (amysinisterra@icloud.com)

16. To Spokane Transportation Commission:

During my residency in Peaceful Valley the Spruce St. Stairs have been deemed unsafe by the city. If the stairs were replaced I would use them several times a month to attend events at the MAC. The stairs are important to many residents, especially those living at the western end of Peaceful Valley. Hence, over the years, the Peaceful Valley Neighborhood Council has sought funding for replacement of the stairs. The stairs exit at Riverside Avenue, behind the MAC, in Browne's Addition. They once provided residents with pedestrian access to a grocery store, Farmer's Market, Chas Clinic, and the MAC. The stairs also led to wider options for public transit.

Browne's Addition residents used the stairs to access the river, the Gorge Trail and the Centennial Trail System. The Browne's Addition Neighborhood Council supported, by vote, the latest attempt that Peaceful Valley made for a grant to replace the stairs.

According to the Census Tract, almost 26% of Peaceful Valley population has no regular access to a vehicle. Many folks walk. With Spruce Streets Stairs unusable, there are only two pedestrian exits from Peaceful Valley, both at the extreme East end.

Please support the replacement of Spruce Street Stairs.

Regards,

Ann Haggett (annhmontana@gmail.com)

17. To the City of Spokane,

The wooden stairs on Spruce Street are important for several reasons. They provide easy access for pedestrians to Browne's addition—whether the pedestrian is going to the MAC, the farmer's market, Rosauers, or other destinations. They provide safe access—the small “sidewalk” on Riverside is dangerous and the only other corridor from the West end of Peaceful Valley and People's Park up to Browne's addition. I used the stairs for over ten years; I would use the stairs again if they were safe.

Tod Marshall (todmarshall@icloud.com)

18. To Whom it May Concern, City of Spokane:

Near the west end of Peaceful Vally, at Spruce Street, in Bennet's Addition, there is an existing wooden staircase that connects Clarke Avenue, in Peaceful Valley, with Riverside Avenue, in Browne's Addition. This staircase, which is located on a steep hillside, makes it possible for residents from both neighborhoods to access their adjacent neighbors and the amenities that each other's neighborhood provides.

This staircase has not been maintained by the city and has fallen into disrepair. However, rather than invest in the area's future and fix the staircase, the city has chosen to close this important link between our neighborhoods. Both Peaceful Valley and Browne's Addition residents have expressed concerns about this to me, personally.

In your review of this issue, please consider the following:

This is existing infrastructure. We are only asking that the city maintain existing infrastructure that is important to many nearby residents and is used by residents of other neighborhoods as well.

The staircase provides pedestrian connectivity to bus service, both at Riverside Avenue for Bennet's Addition residents, and at Clarke Avenue for Browne's Addition residents.

The staircase provides connectivity to People's Park, Sandifur Bridge, and the South Gorge Trail for Browne's Addition residents. It provides access to grocery stores, restaurants, Coeur d'Alene Park and The MAC for Bennet's Addition residents.

The stairs are one block from a proposed multiple-unit housing development, but without the stairs, public transportation opportunities are further limited, increasing the likelihood that only tenants with cars will occupy these units. This will increase car traffic, cause parking issues, and will further limit the choices of citizens who would like to use public transportation but are stymied by the city's own choices.

Some persons at city hall have deemed the stairs a liability, so they are closed. But there is also liability for people who, seeing no other options, elect to walk the 0.4 miles along the edge of Riverside Avenue, or find their way up and down the hillside, or jump the “Closed” sign and take their chances on the stairs.

My wife and I used to walk the "loop" route along Riverside Avenue in Browne's Addition and along Clarke Avenue in Peaceful Valley, by using the Cedar Street stairs (at the east end of the loop) and the Spruce Street stairs (at the west end). This is no longer possible without walking the treacherous section of Riverside that drops down to the Marne Bridge.

Because the city owns a large amount of the land along the hillside below Riverside Avenue, and because this area traverses the steep slope, there is also an opportunity to construct a path that would accommodate bicycles and wheelchairs, in addition to foot traffic. This should be considered in any solution that is considered.

Please consider this important link in making your decisions to build a better pedestrian, recreational and public transportation system, which fulfills the promises that the city government has made to the people of the city.

Sincerely,

Marc Whitman (509-434-4511) (marc.whitman@yahoo.com)

19. Walking access to Brownes Addition was important to me years ago when I bought my house in Peaceful Valley. I was counting on that to continue. I used the Spruce Street stairs walking to the museum on Riverside or as a safe walking loop when the stairs were in good repair. Walking along Riverside 1 foot away from speeding traffic as is now required does not feel safe to me. Please maintain our infrastructure and maintain safe walking stairs to and from Riverside to Peaceful Valley. The stairs, (which help connect to walking paths when in good repair,) were and would be used again by Kendall Yards, Peaceful Valley, and Browne's Addition residents as well as walkers from around our city.

Thank you for helping our city be beautiful and safe for walking.

Carol Bryan (1616 W Clarke Avenue, Spokane WA 99201) (509-466-1390)

20. Consider the walker, especially for exercise. The alternative from down here, besides some medium "bumps" and the stairs underneath the bridge is a walk along the river, across the pedestrian bridge, and to the intersection with Centennial Trail. A fine view of the river, downtown, and sunset while experiencing a heart thumping 150 bpm and lung expansion. To continue to Summit Avenue offers other possibilities, but usually it is a turnaround. On the south side of the river, opening the stairs immediately offers the possibility of a museum visit (maybe even a joining membership, long expired). There are food alternatives and coffee just several blocks away. But perhaps the greatest thrill is enjoying the spontaneity of the seasons,

beautiful fall foliage, spring blossoms, summer activities, interesting history and architecture. Opening the stairs gifts residents the unexpected treasured moments in life, do it!
John Lawson (lawson.jj@gmail.com)

21. I very much miss the Spruce Street stairs. I used them frequently to reach west Brownes, whether to visit the MAC or meet friends. Once a week or more I simply enjoyed the walk from my home on the east edge of Peaceful Valley, utilizing the Spruce Street stairs and the Cedar Street stairs to make a loop along the river and across the ridge in Brownes. They don't need to fancy or high tech - simply a safe and sound pedestrian route. Please do repair and restore them to our neighborhoods.

Sincerely,

Lori Aluna (aluna@micapeak.com)

22. I see many people who those stairs. The wood stairs is quieter than metal. I would like to see them repaired for use again.

Jeanine (jeanie2415@comcast.net)

23. (See pdf#2)

From: [Peaceful Valley Neighborhood Council](#)
To: [Martin, Abigail M.](#)
Cc: [McCall, Angie](#); [Snyder, Jon](#); [Ann Haggett](#)
Subject: Re: Spruce Street stairs repair
Date: Monday, October 6, 2025 12:02:17 PM
Attachments: [Spruce Street Stairs comments \(updated\).pdf](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings,

Two more comments came in this morning. I've attached an updated document as a pdf and a pdf of a handwritten comment.

It's a hot issue in the neighborhood!

Thank you for your time.

Tod

On Mon, Oct 6, 2025 at 10:27 AM Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Thank you, Peaceful Valley!

I will make sure these public comments are included in the packet for the Transportation Commission's consideration of the next round of projects.

Best,

Abbey.

10/6/25
To whom it may concern (All of Us!)

In regards to the Spruce street stairs
I am very concerned about maintaining
said stairs, as they serve us in
two very important ways

① They serve as an alternative
form of non polluting transportation

② Also ~~people~~ powered transport
will help keeping us healthy & happy.

I encourage you to keep our alternative
ways open we will definitely benefit
in many ways

Thank you

Georgi B Gorham

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic Calming - Latah-Hangman three-way stop
Date: Tuesday, October 7, 2025 1:35:34 PM
Attachments: [Latah-Hangman Neighborhood Council Traffic Support Letter.signed.pdf](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Latah Valley Neighborhood Council <latahvalleync@gmail.com>
Sent: Tuesday, October 7, 2025 1:32 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Groe, Amber <agroe@spokanecity.org>
Subject: Traffic Calming - Latah-Hangman three-way stop

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Ms. Martin,

Latah-Hangman would like to submit this letter in support of a proposed three-way stop in Vinegar Flats.

Please let us know if this makes the list this year! We are trying to engage neighbors in the city's traffic calming process.

Thank you kindly,
Stephanie

--

Stephanie N. Watson
Chair, Latah-Hangman Neighborhood Council
(509) 990-3010
latahvalleync@gmail.com



Latah-Hangman Neighborhood Council

October 7, 2025

Attention: Abigail Martin, Traffic Calming Program
City of Spokane - Traffic Operations

RE: Letter of Support - Inland Empire Way & Vinegar Flats 3-Way Stop Safety Improvement

Dear Abigail Martin & City of Spokane Transportation Staff:

Latah-Hangman Neighborhood has a basic request for a three-way stop in Vinegar Flats.

On behalf of the Latah-Hangman Neighborhood Council, we write to express our strong and urgent support for the proposed 3-way stop at **W 14th Avenue** and **S Inland Empire Way** in Vinegar Flats.

This project will cover:

- Stop signs and posts on all three approaches;
- High-visibility crosswalk striping to improve pedestrian safety;
- Advance-warning signage and pavement markings to encourage driver compliance; and
- ADA-compliant curb ramps and detectable warnings to ensure accessibility for all users.

The improvement addresses long-standing safety concerns about excessive speeding. Neighbors are sad to describe Inland Empire Way as a “race track”—and the lack of any safe marked crossing for children, older adults, and residents using mobility devices. This is exasperated by the lack of transit to the neighborhood at large.

Despite years of unheard requests the intersection remains uncontrolled. Residents have documented numerous near-miss incidents and ongoing risks to pedestrians, strollers, and cyclists. Inland Empire Way is a connective route through a historic residential area of Vinegar Flats. Traffic somehow reaches 60-75 mph in a 30-mph zone, creating an immediate hazard for everyone who lives, works, or recreates here.



Community members underscore the urgency:

“The residents of this neighborhood deserve better. Affluent neighborhoods would never have to beg for basic safety infrastructure. Someone is going to be killed or seriously injured if this continues.”

– Celeste Shaw, Vinegar Flats, business owner

“I’ve supported this solution for years and believe it’s a simple, effective step to slow traffic and protect neighbors.”

– Councilmember Paul Dillon

We understand the anticipated timeline is 2026. We urge the City to prioritize and expedite funding to protect residents and visitors without delay.

The Latah-Hangman Neighborhood Council views this improvement as a critical community-identified priority for traffic calming, walkability, and equitable investment in a historically under-resourced part of our neighborhood. We are ready to assist with outreach, communication, and coordination as needed.

Thank you for your commitment to making Spokane’s neighborhoods safer and more connected.

Sincerely,

A handwritten signature in black ink, which appears to read "Stephanie Watson". The signature is fluid and cursive.

Stephanie Watson

Chair, Latah-Hangman Neighborhood Council

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic Calming Input from Rockwood Neighborhood Council
Date: Tuesday, October 7, 2025 1:37:02 PM
Attachments: [2025 Rockwood Traffic Calming Needs - October 2, 2025.pdf](#)
[image003.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: DOLEY <bill@billdoley.com>
Sent: Tuesday, October 7, 2025 11:57 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Dillon, Paul <pdillon@spokanecity.org>; Wilkerson, Betsy <bwilkerson@spokanecity.org>; Lambdin, Shelby <slambdin@spokanecity.org>
Subject: Traffic Calming Input from Rockwood Neighborhood Council

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abbey,

Attached please find ***Traffic Calming*** input from the ***Rockwood Neighborhood Council***.

Note that in addition to the projects currently listed for consideration by the Transportation Commission, we are presenting a list of traffic calming priorities for the Rockwood neighborhood. The consultants who prepared [Spokane Citywide Traffic Calming Master Plan](#) (May 2024) did a very poor job of developing projects that we actually desire.

Thank you very much.

Kind Regards,

Bill

Bill Doley

Chair, Rockwood Neighborhood Council

bill@billdoley.com

509-570-2823

October 2, 2025

Dear City Council and Transportation Commission,

Thank you for the opportunity to comment on the current traffic calming proposals. The following three traffic calming items were proposed for Rockwood in the May 2024 Traffic Calming Master Plan:

Rockwood Blvd at 10th Ave/Sumner Ave Restripe and Pedestrian Improvements (RW3a)	\$688,000.00
Grand Blvd from 9th Ave to 16th Ave Road Diet (RW2)	\$1,208,000.00
Grand Blvd from 17th Ave to 29th Ave Road Diet (RW4a)	\$1,315,000.00

The first item is currently in progress; we requested this improvement. However, we are dismayed as to how the two items on Grand Boulevard totaling over \$2.5M got on the Rockwood list since we never asked for these changes. Rockwood residents who attended the 2023 Issues Workshop listed 13 items for improvement; these issues included sidewalks, crosswalks and speeding. Road diets were not on the list, but somehow the consultants decided that's what we really wanted.

A recent survey of Rockwood residents resulted in an even split for and against the road diet. Some concerns mentioned about the road diet include:

- There will be gridlock at rush hour twice a day.
- The gridlock will be worsened by frequent bus stops unless bus turnouts are included in the plan.
- Traffic will be diverted to Rockwood Blvd and SE Blvd.

If the Rockwood Neighborhood Council actually has a say in how traffic calming funds are dispersed in Rockwood, we would much prefer that this \$2.5M be spent on things we actually asked for such as crosswalks, speedbumps and speeding mitigation.

Rockwood Traffic Calming Priorities

- ***Priority Areas***
 - East 16th Avenue between Rockwood Blvd. and Southeast Blvd.

- Because of the short distance, high volumes of cars “cut through” on East 16th Ave to go between Rockwood Boulevard and SE Boulevard.
- This stretch of 16th Avenue is 1.5 blocks; there is no stop sign at Arthur.
- This high volume of non-neighborhood traffic occurs all day in both directions.
- **Proposed Solutions:**
 - Speed Bump Between Rockwood Blvd and Arthur St.
 - Stop Sign at 16th and Arthur St.
- South Garfield Road from Rockwood Blvd to 29th Avenue.
 - The existing speed bump is too small and does not slow traffic.
 - Traffic speeds up between 25th Ave and 29th Ave.
 - Signage stating a 25 mph speed limit may be incorrect.
 - One resident suggested that the speed limit on Garfield Road is actually 20 mph all the way from Rockwood to 29th Avenue.
 - **Proposed Solutions:**
 - Increase the size of the existing speed bump.
 - Add another Speed Bump and Stop Sign between 25th Ave and 29th Ave.
 - Repaint 20 MPH on Garfield Road just south of Rockwood Blvd.
 - Investigate accuracy of speed limit signage on Garfield Road.
- **Crosswalks**
 - Rockwood is bordered by three arterials: Grand Blvd, East 29th Ave and SE Blvd.
 - **Rapid Flash Crosswalks** are needed on all three of these roads.
 - There are no crosswalks within the two miles from Lincoln Park north to I-90.
 - Numerous pedestrians cross at 16th and 17th to get to the Perry District.
 - Schoolchildren cross at 13th and 14th to get to Grant Elementary School.
 - **Proposed Solutions:**
 - Rapid flash crosswalk at 21st and Grand.
 - Rapid flash crosswalks at 29th and Arthur and 29th and Pittsburgh.
 - Rapid flash crosswalks on SE Blvd at 13th Avenue, 16th Avenue, Rockwood Blvd, and at Lincoln Park.
 - Note that the 27 x 27 proposal crosses SE Blvd at 16th Avenue.
- **Speed Mitigation**
 - Speeding is an issue on all three arterials surrounding Rockwood.
 - Speeding is also an issue on Rockwood Blvd, South Garfield Road, East 16th Avenue, East 17th Avenue.

- **Proposed Solutions:**
 - Ticket-issuing speed cameras on all three surrounding arterials.
 - Increased traffic patrols on all three arterials and Rockwood Blvd.
- **Volume Mitigation**
 - The volume of cars traveling on SE Boulevard increases annually.
 - This results in more drivers using Rockwood Blvd and Garfield.
 - The Grand Blvd road diet will result in additional traffic on SE Boulevard.
- **Sidewalks**
 - Rockwood has numerous stretches of broken sidewalks.
 - **Proposed Solution:**
 - In consultation with the Rockwood neighborhood council, utilize traffic calming funds for sidewalk repairs and sidewalk infill.

Thank you very much for considering this input from the Rockwood Neighborhood Council.

Kind Regards,

Bill Doley
Chair, Rockwood Neighborhood Council

From: [Martin, Abigail M.](#)
To: [McCall, Angie](#)
Subject: FW: Traffic Calming Traffic Improvement Public Comment
Date: Wednesday, October 8, 2025 11:07:34 AM
Attachments: [West Central Traffic Calming Public Comment1.0.pdf](#)
[image001.png](#)



Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
she/her

Manager of Neighborhood Connectivity
Spokane City Council
808 W. Spokane Falls Blvd., Spokane, WA 99201-3335
OFFICE (509) 625-6426 | ammartin@spokanecity.org

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Tuesday, October 7, 2025 4:30 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: Groe, Amber <agroe@spokanecity.org>; Liz Marlin <marlin.elizabeth@gmail.com>
Subject: Traffic Calming Traffic Improvement Public Comment

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abbey:

Hope the afternoon is going well! As a quick refresher Brian here, and we sat in a meeting or two discussing Thorpe Rd a few months back, and a bit more recently corresponding about traffic calming in West Central.

Kindly find the attached comment letter, as Amber mentioned to us at our WC Meeting that October 7th is the public comment deadline to the Transportation commission on traffic calming improvements to our neighborhood. Per instruction, we've also included a section with more aspirational desires of infrastructure and improvements for our community longer term.

Let me know if any other action is needed on our end, and chat soon!

Brian

Brian Antonio Muegge (Pronounced "MEG-e")
Gonzaga University 16' - Go Zags!

Cell: 509-508-1563

Abbey Martin
Manager, Neighborhood Connectivity Initiatives
City of Spokane

10/7/2025

Re: Traffic Calming & Connectivity Priorities for West Central

Dear Ms. Martin,

Thank you for your department's efforts on safer streets in West Central. Below are our priorities, organized for clarity. We welcome your office's guidance on sequencing and funding. The funding of these projects would help the neighborhood leverage the TIF funds for additional neighborhood infrastructure investment. Kindly notify our neighborhood council

1) Support for Cycle 14 – West Central Projects

- **Summit / Broadway / Boone Greenway – Round-two improvements:**
Build on the first phase to strengthen all-ages-and-abilities connections to downtown and the river.

2) Neighborhood “Next Steps” (Near-Term + Study Items)

1. **W Dean & W Gardner (1700–1800 blocks, Ash/Maple ↔ N Elm):**
Install targeted traffic calming improvements to slow vehicles leaving N Ash westbound into residential streets (e.g., speed humps/cushions, speed cameras, centerline hardening, gateway striping). Additionally add shared lane striping at blind bend in front of the West Central Abbey (Just west on the 1800 block of Dean of N Elm and W Dean) in order to better instruct drivers to give space for oncoming traffic.
2. Traffic circle added to West Central Infrastructure Plan at W Gardner and N Elm.
Consider quick build mitigation strategies to reduce collision risk at that intersection in the interim period (immediate).
3. **Ash/Maple Median Safety Package near TEC Bryant:**
 - Add a protected crosswalk on southbound Ash/Maple before the Maple Street Bridge for students and families. Add a speed camera several hundred feet from Median for drivers exiting fast off N Ash southbound to the Broadway intersection (Or W Dean) to slow down by the time they pass TEC Bryant.
 - Install plastic or cone lane delineators along Ash approaching the Broadway traffic signal to prevent illegal/dangerous turns near the campus for drivers wanting to access Maple St southbound.

- Conduct a focused turning-movement/safety study at the new median to evaluate affects access at W Dean and W Gardner at Elm, and recommend adjustments.
4. **Rapid-Response Safety Toolkit (Citywide):**
Establish a quick-deployment menu for interim measures - temporary speed humps, stop signs, curb extensions/armadillos, and daylighting - so high-risk intersections can be treated while capital projects are in design. This could be housed in the MySpokane App, Spokane Traffic calming website, and/or 311, which would flag unsafe road areas for quick deploy calming measures (stop signs, speed humps, mobile traffic trailers) as larger infrastructure projects are planned/implemented.
 5. **Maple Street Bridge Corridor—Noise & Speed Management:**
 - Enroll Spokane in the SB 5417 / HB 1423 pilot to deploy automated vehicle noise-enforcement cameras targeting illegal exhausts and street racing. Pilot this technology at the beginning point of each side of Maple St Bridge.
 - Pair with jake-brake restrictions, updated signage, vegetation buffers, and targeted speed enforcement.
 - Commission a speed study; evaluate lowering the posted 40 mph where data show chronic non-compliance.
 - Invite local universities such as Gonzaga University or Whitworth University to integrate faculty and student projects into noise reduction and traffic calming improvement designs on bridges through engineering programs.
 6. **Elm Street (27-by-27 Plan segment in West Central):**
Treat the renovation as a greenway/greenspace corridor with minimal through motor traffic, habitat enhancements, and high-quality bike/ped connectivity.
 7. **Broadway Ave (Chestnut → N Ash):**
Expand traffic calming (speed humps/cushions, selective cameras) to reduce cut-through speeds and improve crossings to parks and schools. Evaluate feasibility for vegetative medians along the entire corridor with protected bike lanes to improve urban mobility, habitat connectivity, and climate resiliency.
 8. **Summit Parkway (N Cedar → west terminus):**
Install near-term calming efforts now; as the corridor builds out, embed permanent traffic-calming infrastructure (narrowed lanes, raised crossings, refuge islands) in the new street design.
 9. **Neighborhood-Wide Quick Study:**
Conduct a targeted traffic study to identify priority intersections for stop control, daylighting/parking setbacks, and crossing upgrades; pair with a delivery plan for “quick-build” implementation. As part of the study, include cost analysis of adding a stop sign every two blocks N and S, in an alternating pattern of street side placement at two stops. This would be in addition to project areas already designed to have stop signs within the West Central Infrastructure Plan.

10. Boone Ave (N Ash → west terminus):

Extend the current improvements with additional speed management and crossing protection along the full corridor, using a mix of quick-build treatments and future capital upgrades. Better enforcement of street parking is needed. Consider short term speed reduction efforts such as speed humps, mobile traffic cameras, bump outs, etc.

11. Broadway Ave & Summit Ave Traffic Calming:

Supporting the funding of the intersection listed on the West Central Infrastructure plan report at Broadway and Summit Ave, and ensure that the subsequent increase in traffic usage on W Broadway, N College, and N Bridge given the development has traffic calming actions on those streets.

We appreciate your leadership and stand ready to assist with outreach, data collection, and pilot implementations. Thank you for considering these requests to make West Central, a historically underrepresented neighborhood, safer and better connected.

Sincerely,

Brian Muegge

Chair, West Central Traffic Calming Committee

BRIEFING PAPER: Local Access Street Metrics
City of Spokane
Transportation Commission
10/15/2025

Subject:

Clint Harris will share information with the Commission for the local access streets to better understand the breakdown for the maintenance needs.

Background:

The local access street inventory consists of streets in various stages. This information is to give the commission a better understanding of the metrics for the street conditions to better select projects that will help extend the life of the good streets. This will also help to find funding for streets that are in need of rebuilds.

Relationship to Plans/Actions:

The Transportation commission plans projects for the local access street program.

Timeline/ Further Action:

The Local access 6 year street maintenance program will be updated by the commission in 2026 to schedule projects for future years.

BRIEFING PAPER: Shared Streets Ordinance Hearing
City of Spokane
Transportation Commission
10/15/2025

Subject:

The shared streets ordinance is the result of new authority granted to cities by the legislature in the 2025 session.

Background:

After receiving positive feedback from the Transportation Commission in the September meeting, staff wrote the shared streets ordinance draft to create procedures required by state law. The ordinance also designates three different streets as the city's first shared streets.

Relationship to Plans/Actions:

Traffic calming projects support the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Vision Zero safety plan.

Timeline/ Further Action:

After receiving feedback from the public in this hearing the Commission will vote on whether to recommend this ordinance to the City Council. If the Commission votes to recommend the ordinance then staff will request the ordinance be briefed to the City Council at the next available PIES meeting.

BRIEFING PAPER: Shared Streets Ordinance Hearing
City of Spokane
Transportation Commission
10/15/2025

ORDINANCE NO. C - _____

An ordinance relating to designated shared streets; adopting a new Section 12.08.070 to the Spokane Municipal Code.

WHEREAS, RCW 46.61.197 gives cities the authority to designate a shared street on a nonarterial highway;

WHEREAS, the City's Comprehensive Plan calls for the City to "build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place"; and

WHEREAS, the Spokane Downtown Plan calls for the City to "improve and activate the streetscape and public realm"; and

WHEREAS, the City seeks to identify and designate certain segments of streets where vehicular traffic shall yield the right-of-way to any pedestrian, bicyclist, or operator of a micromobility device on the shared street; and a bicyclist or operator of a micromobility device shall yield the right-of-way to any pedestrian on a shared street; and

WHEREAS, RCW 46.61.415 gives local authorities the ability to establish a maximum speed limit of 10 miles per hour on a shared street as defined in RCW 46.61.197 which does not need to be determined on the basis of an engineering and traffic investigation if other procedures are adopted for establishment; and

NOW, THEREFORE, the City of Spokane does ordain:

Section 1. That there is adopted a new Section 12.08.070 of the Spokane Municipal Code to read as follows:

Section 12.08.070 Procedures for Designating Shared Streets Including Speed Limit

- A. Shared Streets shall meet the criteria listed in 12.08.071 prior to designation, or within 30 days of designation if some elements in 12.08.071.C are yet to be installed.
- B. After an engineering review from the Director of Transportation and Sustainability and recommendation from the Transportation Commission the City Council may designate a shared street.

BRIEFING PAPER: Shared Streets Ordinance Hearing
City of Spokane
Transportation Commission
10/15/2025

The lower speed limit shall not be posted until the required elements listed in **Section 2**. That there is adopted a new Section 12.08.071 of the Spokane Municipal Code to read as follows:

Section 12.08.071 Qualifications for Shared Streets

- A. Street segments identified on the Official Arterial Street Map in SMC 12.08.040 may not be designated as Shared Streets.
- B. Street segments are eligible when traffic volume is low, the street makes an important bicycle and pedestrian connection, the need for delivery access and parking is minimal, the segment is less than two blocks in length and the unobstructed travel width is less than twenty-four feet. Bumpout style parking lanes are not included in the travel lane width.
- C. At least three of the following features shall be installed prior to designation as a shared street – textured pavement, flush or no curbs, pinch points allowing one-way traffic, a defined entrance with signage, pedestrian level illumination, planters/trees/street furniture placed to create protected zones for pedestrians, or a dead-end street with a non-motorized connection at the end.
- D. Transit routes are eligible in downtown zones after consultation with Spokane Transit Authority.

Section 3. That there is adopted a new Section 12.08.072 of the Spokane Municipal Code to read as follows:

Section 12.08.072 Shared Streets Speed Limit

It shall be unlawful for the operator of any vehicle to operate the same at a speed in excess of ten miles per hour on a shared street when such street is fully posted with speed limit signs.

Section 12.08.073 Shared Streets Yield of right-of-way

Vehicular traffic shall yield the right-of-way to any pedestrian, bicyclist, or operator of a micromobility device on a shared street; and a bicyclist or operator of a micromobility device shall yield the right-of-way to any pedestrian on a shared street.

Section 4. That there is adopted a new Section 12.08.073 of the Spokane Municipal Code to read as follows:

BRIEFING PAPER: Shared Streets Ordinance Hearing
City of Spokane
Transportation Commission
10/15/2025

Section 12.08.074 Shared Streets Designated

A. The following streets are designated as Shared Streets.

Street	Segment
Wall Street	from Riverside Avenue to Spokane Falls Boulevard
Sherman Street	from Riverside Avenue to Sprague Avenue
Fiske Street	from 11 th Avenue to the Ben Burr Trail

Section 5. Annual Report. An annual report, as required by RCW 46.61.197 will be prepared by the Director of Transportation and Sustainability and posted online as a part of the Transportation Commission's annual report.

Section 6. Severability Clause and Clerical Errors. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, the decision shall not affect the validity of the remaining portions of this ordinance.

The City Clerk has the authority to correct clerical or typographical errors and to make technical or editorial changes, such as recodifying or renumbering (including re-lettering) provisions of the Code as necessary.

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

City Attorney

BRIEFING PAPER: Shared Streets Ordinance Hearing
City of Spokane
Transportation Commission
10/15/2025

Mayor

Date

Effective Date