



Transportation Commission Agenda

Regular Meeting

Wednesday, January 21, 2026

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

Board Briefing Session:

4:00 – 4:20	1. Roll Call	Planning Staff
	2. Public Comment – Public is invited to comment on related topics other than agenda items scheduled for public hearings (2 minutes max each comment)	
	3. Approve 12/17/2025 meeting minutes	All
	4. President Report	Grant Shipley
	5. Secretary Report	Jon Snyder
	6. Additional Reports, if requested	All
	7. Approval of current agenda	All

Workshops:

4:20 – 4:35	1. Snow Removal Briefing	Clint Harris
4:35 – 4:55	2. Shared streets ordinance	Inga Note & Jon Snyder
4:55 – 5:15	3. Automated Traffic Camera Expansion	Jon Snyder
5:15 – 5:30	4. Draft '26 Spokane safe Streets Timeline	Jon Snyder & Abbey Martin

Hearing:

5:30 – 6:00	5. Complete Streets exception: Rowan Maple/Ash	Jon Snyder
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* 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.

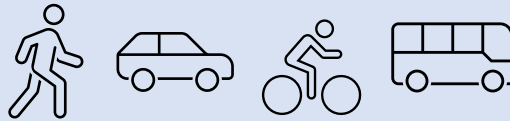
Adjournment: The next regularly scheduled TC meeting will be held on Tuesday, February 17, 2026.

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

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

Transportation Commission Meeting Information

Wednesday, January 21, 2026



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

[Join the meeting now](#)

Meeting ID:
267 627 097 893 8

Meeting ID: 267 627 097 893 8

Passcode:
TP3uJ75Z

Passcode: TP3uJ75Z

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

Join with a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 812 799 0

[More info](#)

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 1/14/2026, until 3:00 p.m. on 1/21/2026. 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)

February 18, Transportation Commission (120 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
4:00 – 4:20	Meeting Briefing	Transportation Commission
4:20-4:40	Thorpe Rd. Tunnels Study	Kevin Picanco
March 18, Transportation Commission (120 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
4:00 – 4:20	Meeting Briefing	Transportation Commission
4:20-- 4:40	Market/Haven Conversion Study	Rhonda Young
4:40—4:55	Summer Arterial Street Maintenance Update	Clint Harris

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**PUBLIC COMMENT
TRAFFIC CONCERNS for
TRANSPORTATION
COMMISSION
(December 2025
through January 2026)**

November 21, 2025

To: Whom it may concern in the **Spokane City Traffic Department**

Subject: About 37th and Freya Intersection

I have been told that traffic lights at 37th and Freya and 37th and Ray have been recommended since Ferris High School opened in 1963. New middle schools have been built toward the end of east 37th and south on Moran Prairie as well as many new apartments and new businesses south of 29th since 1963.

Here is my issue. Since 1963 five homeowner associations have been built south on Freya Street between 37th and 42nd. Each of them has approximately 100 individual homes and each has one outlet or entrance to or from Freya. We have approximately 500 residents trying to get on or off Freya in only 5 blocks with a smaller and smaller chance of getting on Freya as traffic increases.

There is a four way stop at 37th and Freya which keeps traffic flowing smoothly. A roundabout would keep traffic flowing smoothly also and that is the problem. **There is little or no pause in traffic.** A traffic light would give us that pause to try to get on or off Freya.

Please move forward with plans to finally put in traffic lights before it is too late. The posted speed on Freya is 35 mph. As you know, more and more drivers only consider that as a suggestion.

Jerry Hopkins, Board Member of Birkdale Homeowners Association, 3619 E. Salisbury Lane, Spokane, Washington 99223 --509-868-0594

***Please note: Paul Dillon is our liaison from our Southgate Neighborhood Council. He says this issue has been on the recommended list/agenda for many years. We were told by a city council representative at our last Southgate meeting on November 13th that a traffic committee hearing was to be held on November 20th from 4-6 pm in the lower chamber of city hall. I was there the meeting was not there.

From: [Cliff Winger](#)
To: [Martin, Abigail M.](#); [Snyder, Jon](#)
Cc: [Carol Tomsic](#)
Subject: Cosmetics to serious transportation issues
Date: Thursday, December 18, 2025 10:16:04 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Jon and Abbey,

I was taken aback by the conversation yesterday regarding the painting of zones where our neighbors have lost their lives due to motorized vehicles. The "[Emergency Streets](#)" concept of painting "lilac?" in areas where a traffic fatality occurred was particularly striking. Even more ridiculous were the debates surrounding the color of Lilac City and the colors accepted by the MUTCD...

How about an Attitude Change? Perhaps it is time to read "[Life After Cars](#)" which talks about the extensive harms caused by our car culture?

Instead of emergency street signage, we need to get back to root causes of each death: driver attitude, road designs, etc.

Although this 2010-11 story is sad, it demonstrates our society's attitude of putting vehicle convenience over pedestrian/bicycle safety.

Raquel Nelson, a 30-year-old single mother, was crossing a busy four-lane road (Austell Road) with her three young children after getting off a bus. Their apartment was directly across the street from the bus stop, but the nearest crosswalk was about a third of a mile away, requiring a much longer walk. Like many locals, she chose to cross mid-block (jaywalking).

As the family crossed, a driver named Jerry Guy—who had been drinking alcohol and had prior hit-and-run convictions—struck them. Nelson's 4-year-old son, A.J., was killed. Nelson and her two daughters were also injured, but survived.

Guy fled the scene but was later arrested. He was initially charged with serious offenses like first-degree vehicular homicide and hit-and-run, but those were reduced; he ultimately served only about six months in jail for hit-and-run.

Shockingly, Nelson herself was charged with second-degree vehicular homicide, reckless conduct, and improperly crossing the roadway (jaywalking). Prosecutors argued she contributed to her son's death by not using a crosswalk. In 2011, a jury convicted her of the homicide charge, which carried a potential sentence of up to three years in prison—**harsher than the driver's penalty**.

We need an **attitude change** in our entire transportation system from elected representatives, traffic officials, staff, vehicle operators and our society at large.

Wishing you a great Holiday Season and New Year,
Cliff Winger
CA Liaison to the Transportation Commission

Reflections as 2025 comes to a close:

What have you learned this year?

Who have you been growing into, even when others weren't aware?

From: [Bryn West](#)
To: [City Council Members and Staff](#)
Cc: [Betsy Cowles](#)
Subject: Fwd: SFB Letter of Concern
Date: Monday, January 12, 2026 9:54:05 AM
Attachments: [image001.png](#)
[Letter of Concern_SFB.pdf](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear City Council members,

Today, you are scheduled to hear an update on Spokane Falls Blvd during the PIES Committee but we noticed that your briefing does not include the attached letter sent to the Transportation Commission ahead of their last meeting to share the significant concerns of adjacent property owners, businesses, event producers and users of Spokane Falls Blvd.

As you consider the staff update, we urge you to also consider our concerns about this project. We've been consistent in sharing feedback during group and one-on-one meetings with staff, so we continue to be surprised that it is not considered seriously, and in some cases, has been mischaracterized as supporting two-way conversion or lane reductions along the marquee gateway to our city.

As you hear today's update, we ask that you direct staff to continue to listen and incorporate the feedback from the community.

Regards,

Bryn West

Vice President

Cowles Real Estate

From: Bryn West <bwest@corealestategroup.com>
Sent: Wednesday, December 17, 2025 2:28 PM
To: transportationcommission@spokanecity.org; jsnyder@spokanecity.org; mayor@spokanecity.org; ascott@spokanecity.org; mfeist@spokanecity.org; sgardner@spokanecity.org; amccall@spokanecity.org; citycouncil2@spokanecity.org; cjordan@spokanecounty.gov

Cc: Betsy Cowles <BetsyC@cowlescompany.com>

Subject: SFB Letter of Concern

Dear members of the Transportation Commission,

Attached is a letter outlining our concerns regarding the proposed changes to Spokane Falls Boulevard for your review and consideration. We hope our feedback will be given careful consideration and help inform the final phases of the project. We welcome continued dialogue and would be glad to meet, either collectively or individually, as helpful.

Regards,

Bryn West

BRYN WEST

Vice President

O: 509-227-5759 | C: 509-847-5879

bwest@corealestategroup.com

cowlesrealestate.com | riverparksquare.com

Community. Optimism. Respect. Excellence.

December 17, 2025

Dear Transportation Commission,

We are property owners, business tenants, residents and users that own and operate businesses, venues and produce events along Spokane Falls Blvd, from Division to Lincoln. During the November 24 City Council meeting, Council Member Kitty Klitzke suggested we reach out to you directly about the infrastructure and paving plans for Spokane Falls Blvd. At her urging, we write to share feedback and concerns that have been communicated as we've interacted with staff and consultants.

As a group, we've been invited to two open houses to discuss the project titled, "reimagine Spokane Falls Blvd." to discuss the possibility of redesigning traffic lanes along Spokane Falls Blvd. as part of a public works construction project intended to replace outdated sewer infrastructure. Several of us have also met with staff in one-on-one meetings. We've been up front about our concerns about maintaining access to this section of Spokane Falls Blvd.

As a group that represents owners, businesses, venues and events along the impacted section of Spokane Falls Blvd, we've made our collective assessment very clear: it is essential that three travel lanes remain from Division to Monroe and that two-way conversion is a non-starter. This is not about opposing change but rather acknowledging the clear realities of how critical it is to not create access issues around venues that generate huge tax and economic benefit to the city. For example, Hoopfest explained that reducing lanes would effectively end their ability to utilize Spokane Falls Blvd. during what has annually become the most visited event in downtown Spokane. Do we really want to drive Hoopfest from downtown Spokane? The resounding answer should be no. In fact, we should be embracing things like Hoopfest, big events and shows at the First Interstate Bank Theatre and activity at River Park Square. The operators of those facilities and events must be taken seriously. These are economic engines for our region and should not be cast aside as secondary considerations. They, like no one else, know exactly what it takes to make things work for fans, for safety, for customers, for logistics and for community attendees.

For business along the Bennett Block, Old City Hall, Wheatland Bank, O'Doherty's, and residents in the Coeur d'Alene Apartments, improvements to the current sidewalk and streetscape is most welcome. But that can happen while maintaining three lanes of traffic on Spokane Falls. We urge those doing the planning to focus on replacing aging sewer and water pipes and updating sidewalk surfaces. The existing width of the sidewalks already creates wonderful strolling space. Parking on the south side of the street provides easy access to businesses and provides a bit of a barrier between pedestrians and vehicle traffic. Rebuilding sidewalks where necessary as is will greatly enhance that experience.

But, we are confused and concerned about the dedicated bike lane along the park. Nearby, the city recently added both east and west bike infrastructure along Riverside Avenue, the corridor where safe bike access delivers the greatest benefit.

Spokane Falls Boulevard functions primarily as a gateway and regional connector, where access needs make protected bike lanes less effective and more disruptive. It's more appropriate to concentrate heavy bike traffic to Riverside, where it was supposed to go, and leave the Centennial Trail for more casual bikers. Additionally, the reduction of lanes to accommodate a new bike lane between Division and Browne not only creates confusing bottle neck for vehicles at the east end of Spokane Falls Blvd., but it also dumps bikes directly into one of the busiest vehicle intersections in town. Connecting to the U District by bike or on foot should be in a safer place either on the Centennial Trail or south on Riverside with dedicated bike lanes. Simply put, focusing bike infrastructure on Riverside strengthens downtown's core, improving safety for bicyclists while preserving Spokane Falls Boulevard for its critical role moving people efficiently.

We've been consistent in sharing feedback in the initial open house in 2024 and in our one-on-one meetings with staff, so we were surprised that at the most recent open house on November 19, our feedback had not been considered seriously and in some cases had been mischaracterized as support for two-way conversion or lane reductions. Additionally, there's been no discussion about mitigation plans to reduce the impact of construction during this project. Any project along Spokane Falls Blvd. should thoughtfully consider measures that will mitigate construction impacts, particularly where street closures and reduced access will affect daily operations for adjacent businesses and events. For example, strategic project phasing to maintain access wherever possible, clear and consistent signage identifying businesses that remain open, and proactive coordination with event producers to avoid peak downtown activity periods. We encourage you to partner closely with the Downtown Spokane Partnership to communicate timelines, access points, and detours will help reduce disruption, support local businesses, and ensure the project's success benefits the entire downtown community.

We appreciate the opportunity to enhance Spokane Falls Blvd. As the marquee gateway to Riverfront Park, downtown and our businesses, the access it creates and fosters is unique. We are owners and operators with vast collective expertise, and we want to be at the table to help craft the solution that embraces the best elements of Spokane Falls Blvd. that also protects the venues and events that drive essential economic and community value. We are happy to meet with you in person or provide more information any time.

We look forward to working with you.

Most sincerely,

Betsy Cowles, Cowles Company
Bryn West, River Park Square
Stephanie Curran, Spokane Public Facilities District
Nicholas Knapton, Knapton Development
Susan Horton, Wheatland Bank
Shannon Ahern, Liberty Building
Melissa Green, Davenport Hotels
August Richardson, Double Tree Hotel City Center

Meredith Rainville, Best Western Plus City Center
Riley Stockton, Hoopfest
Monika Hawkinson, Spokane Lilac Festival
Tim O'Doherty, O'Doherty's Irish Grille
Anthony Campagna, Mizuna
Kevin Cox, Purgatory Whiskey Bar & Purgatory Agave
Wendy Goshey, Nordstrom
Andrew Leeper, ALSC

CC: Spokane City Council
 Mayor Lisa Brown
 Alex Scott, City Administrator
 Jon Snyder, Director of Transportation & Sustainability
 Marlene Fiest, Director of Public Works
 County Commissioner Chris Jordan

From: [Shiloh Hills Neighborhood Council](#)
To: [Transportation Commission](#)
Cc: [Martin, Abigail M.](#); [Snyder, Jon](#); [Shipley, Grant](#); [Sulya, Nathan](#); [Hamlin, Heather](#)
Subject: Public Comment: Emergency Streets
Date: Friday, December 19, 2025 4:31:38 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Public Comment on Emergency Streets discussed on December 17, 2025, at the Transportation Commission meeting:

Unfortunately, the traffic-calming measures implemented in Spokane City have not been effective in reducing fatalities caused by motor vehicles in our community. Each of our twenty-nine neighborhoods has identified dangerous conditions in their respective areas. Nevertheless, the solutions put forth by our city have not yielded the desired results: safety of pedestrians and cyclists. Spokane's traffic-related deaths **have increased in 2025!**

It is clear that our existing system falls short in preventing vehicle-related fatalities. Although the Emergency Streets program appears promising in theory, it only provides superficial enhancements.

The City of Spokane must regard every motor vehicle-related death as a **homicide** (RCW 9A.32.010), [thoroughly investigate](#) the root causes, and make essential adjustments to our transportation system to prevent future tragedies. Licensed drivers in Washington State need to undergo a change in perspective. (Refer to [Prioritizing People over Vehicles](#) as an example) Our traffic engineers and elected officials should prioritize the effective allocation of a substantial portion of transportation funds to improve the safety of pedestrians and cyclists in the City of Spokane. **Lives depend on it!**

Thank you,

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

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



From: [Martin, Abigail M.](#)
To: [Deese, Jackson](#); [Elaine Punnunzio](#)
Cc: [Sirott, Sarah](#); [Zappone, Zack](#); [Klitzke, Kitty](#)
Subject: RE: Traffic Safety
Date: Wednesday, December 17, 2025 11:05:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi Elaine,

Thanks for your advocacy for safety; I know it's a top priority of your Council Members and this Council at large.

I'm documenting your concern for our internal/interdepartmental workgroup, and we're also working on what the next cycle of traffic calming might look like and how to get concerns like yours addressed. I'm also including your communication in our Transportation Commission's January packet so the Commissioners are aware. (The Transportation Commission's December meeting is this evening and the packet has already gone out- you can find it here:

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

Regarding our quick build program, the program absolutely needs to be better defined so that there's transparency in why a project was designated a quick build or in need of more permanent construction. Council Members Klitzke and Zappone have asked for staff to come before Council in the first quarter of 2026 to reflect on the last two years, lessons learned, and how to better implement- and expand- the program.

Thanks for all you do,
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: Deese, Jackson <jdeese@spokanecity.org>
Sent: Tuesday, December 16, 2025 3:42 PM
To: Elaine Punnunzio <lovetogarden55@yahoo.com>
Cc: Martin, Abigail M. <ammartin@spokanecity.org>; Sirott, Sarah <:ssirott@spokanecity.org>
Subject: RE: Traffic Safety

Hi Elaine,

Thank you for bringing this to our attention. We try hard not to make the Safe Streets program an either/or program. We are limited by funding, of course, but we do keep a running list of concerns to be able to address them as more funding becomes available or other funding opportunities arise (like state and federal grants).

The City Council gets final say on recommendations presented by the Transportation Commission on Safe Streets projects, and which of those become quick builds. The quick build program is also fairly new, so we are working on how to improve that as well.

I have included our Neighborhood Connectivity Initiative Manager, Abbey Martin, to add comments and make note of your identified issue.

Let me know if you have questions or would like to talk further!

Jackson Deese

Legislative Assistant, Council Member Zappone | District 3
808 W. Spokane Falls Boulevard, Spokane, WA 99201-3335
(509) 625-6718 jdeese@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: Elaine Punnunzio <lovetogarden55@yahoo.com>
Sent: Tuesday, December 16, 2025 9:04 AM
To: Zappone, Zack <zzappone@spokanecity.org>
Subject: Traffic Safety

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello CM Zappone,

My husband and I live on Northwest Blvd right where it turns into the neighborhood of River Ridge. We are true blue Democrats and member of Block Watch NW that is headed by Scott Gordon. At our monthly meeting this past Saturday, he told us how you both discussed the issue of Speeding and the many accidents that have taken place on our street in only the past few years. Two people were injured in vehicle vs pedestrian accidents as well. He told us that you tried to present the information he discussed with you to the Quick Build program, but were unable to get it included? I know he went over the seriousness of our situation and we as a group thought that this would surely meet the requirements for some type of safety action involving Traffic calming. I'm not sure if you have been on our street but we have had those Neighbors Drive 25 signs up (7 of them to be exact within a 10th of a mile area) and several years ago Scott was able to get a Artery Ends 25MPH sign put up (by working with Karen Stratton) and still cars speed down the street all hours of the day. The city

can't leave this issue unsolved, as the number of accidents exceeds the norm for a residential street. Can you please tell me just what can be done from your end? We as residents and neighbors have done all we can for many years now and the situation is only getting worse and more dangerous. Does someone have to die before we make the street safer? We all supported you because we believe in you and because you were running on Improving Traffic Safety. Please help.

Thank You Very Much,

Elaine Punnunzio

From: [Elaine Punnunzio](#)
To: [Martin, Abigail M.](#)
Cc: [Gordon, Scott](#)
Subject: Re: Traffic Safety
Date: Thursday, December 18, 2025 9:57:43 AM
Attachments: [Untitled 1.docx](#)
[image002.png](#)
[image003.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Abigail,

I don't know much about how the City runs. I am just getting really frustrated at nothing being taken seriously regarding our traffic dangers. All I know is we joined our Block Watch to get our voices and concerns heard in numbers. Our Block Watch lead Scott spent hundreds of dollars paying for Traffic Studies because the City refused to do so. It showed cars driving 50 to 75 mph on our street as well as 2 people, one being a child were hit by cars and one man died driving his motorcycle so fast he crashed into a tree on the corner, but Wellesley gets Millions in Safety measures while we get nothing. Did Mr. Jackson send you that data? I'm sure he didn't. Im 82 and have lived here with my husband since 1969 and have never seen speeding and traffic issues like we have now. I have 2 great grand kids that visit us and they can't even play or ride their bikes because our street is a race track. The city is spending millions on Wellesley ave. when we are the residential street that has been dealing with traffic accidents, injuries and speeding? We have more kids walk on our street to get to Flett than they do on Wellesley. I had Scott send me the Studies he paid for and the concerns we all have that he sent to Mr. Zappone, I would appreciate it if you take a look at it too.

Elaine P.

On Wednesday, December 17, 2025 at 11:06:25 AM PST, Martin, Abigail M.
<ammartin@spokanecity.org> wrote:

Hi Elaine,

Thanks for your advocacy for safety; I know it's a top priority of your Council Members and this Council at large.

I'm documenting your concern for our internal/interdepartmental workgroup, and we're also working on what the next cycle of traffic calming might look like and how to get concerns like yours addressed. I'm also including your communication in our Transportation Commission's January packet so the Commissioners are aware. (The Transportation Commission's December meeting is this evening and the packet has already gone out- you can find it here:

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Abigail M. Martin, MS Int'l Comp Ed Policy; MAT
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Cc: Martin, Abigail M. <ammartin@spokanecity.org>; Sirott, Sarah <:ssirott@spokanecity.org>
Subject: RE: Traffic Safety

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The City Council gets final say on recommendations presented by the Transportation Commission on Safe Streets projects, and which of those become quick builds. The quick build program is also fairly new, so we are working on how to improve that as well.

I have included our Neighborhood Connectivity Initiative Manager, Abbey Martin, to add comments and make note of your identified issue.

Let me know if you have questions or would like to talk further!

Jackson Deese

Legislative Assistant, Council Member Zappone | District 3

808 W. Spokane Falls Boulevard, Spokane, WA 99201-3335
(509) 625-6718 jdeese@spokanecity.org

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From: Elaine Punnunzio <lovetogarden55@yahoo.com>
Sent: Tuesday, December 16, 2025 9:04 AM
To: Zappone, Zack <zzappone@spokanecity.org>
Subject: Traffic Safety

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Thank You Very Much,

Elaine Punnunzio

From: [Shiloh Hills Neighborhood Council](#)
To: Mayor; [City Council Members and Staff](#); [Hall, Kevin](#)
Cc: [Davis, Marcia](#); [Buller, Dan](#); [Martin, Abigail M.](#); [Snyder, Jon](#)
Subject: Traffic Crashes
Date: Monday, December 22, 2025 12:05:32 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Day and Happy Holidays:

RE: Traffic Fatalities and Injuries Are Getting Out of Hand

With five (5) Washington State Patrol Troupers being hit by vehicles in a week with one being killed and Spokane City with an increase in 2025 traffic homicides, it is time for our elected officials and our traffic engineers to take notice.

Unfortunately, the traffic-calming measures implemented in Spokane City have not been effective in reducing fatalities caused by motor vehicles in our community. Each of our twenty-nine neighborhoods has identified dangerous conditions in their respective areas. Nevertheless, the solutions put forth by our city have not yielded the desired results: safety of pedestrians and cyclists.

It is clear that our existing system falls short in preventing vehicle-related fatalities.

The City of Spokane must regard **every** motor vehicle-related death as a homicide (RCW 9A.32.010), thoroughly investigate the root causes, and make essential adjustments to our transportation system to prevent future tragedies. Licensed drivers in Washington State need to undergo a change in perspective. (Refer to Prioritizing People over Vehicles as an example) Our traffic engineers and elected officials should prioritize the effective allocation of a substantial portion of transportation funds to improve the safety of pedestrians and cyclists in the City of Spokane. **Lives depend on it!**

Thank you,

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

ShilohHillsNC@outlook.com

<http://ShilohHills.SpokaneNeighborhoods.org>



MIKE McCLUSKEY - WEE COUNT LLC
 1110 E. EXCELSIOR RD.
 SPOKANE WA. 99224
 (509) 979-3331

N. WEST BLVD. :
 E OF ROYAL CT. :
 25 MPH :

Site: SPOKANE, WA.
 5/31/2022
 Tuesday

Daily Speed

mph	EB															Avg.			
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200					
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-				
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-				
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	31.7				
3:00 AM	4	0	0	2	1	1	0	0	0	0	0	0	0	0	25.4				
4:00 AM	8	0	0	2	1	3	1	0	1	0	0	0	0	0	31.7				
5:00 AM	16	1	0	8	6	0	1	0	0	0	0	0	0	0	24.8				
6:00 AM	43	2	2	17	14	7	0	0	1	0	0	0	0	0	26.0				
7:00 AM	65	0	5	18	26	13	3	0	0	0	0	0	0	0	26.6				
8:00 AM	40	3	5	16	13	2	1	0	0	0	0	0	0	0	23.6				
9:00 AM	30	1	6	14	7	2	0	0	0	0	0	0	0	0	23.2				
10:00 AM	32	3	6	12	11	0	0	0	0	0	0	0	0	0	22.2				
11:00 AM	39	4	12	14	9	0	0	0	0	0	0	0	0	0	21.7				
12:00 PM	38	4	9	15	10	0	0	0	0	0	0	0	0	0	21.4				
1:00 PM	43	3	10	18	8	4	0	0	0	0	0	0	0	0	22.4				
2:00 PM	51	0	12	16	16	6	0	0	0	0	0	0	0	1	24.9				
3:00 PM	33	0	3	10	12	6	1	0	0	0	1	0	0	0	26.7				
4:00 PM	30	0	3	16	7	3	1	0	0	0	0	0	0	0	24.6				
5:00 PM	40	1	4	18	14	2	0	1	0	0	0	0	0	0	24.5				
6:00 PM	22	0	3	8	10	1	0	0	0	0	0	0	0	0	24.3				
7:00 PM	11	1	2	3	5	0	0	0	0	0	0	0	0	0	23.5				
8:00 PM	13	0	2	4	6	1	0	0	0	0	0	0	0	0	25.4				
9:00 PM	12	0	0	5	3	3	1	0	0	0	0	0	0	0	27.2				
10:00 PM	8	0	3	2	2	1	0	0	0	0	0	0	0	0	23.2				
11:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	27.6				
Total	580	23	87	218	182	56	9	1	2	0	1	0	0	1	24.4				
%		4.0	15.0	37.6	31.4	9.7	1.6	0.2	0.3	0.0	0.2	0.0	0.0	0.2					
Average (Mean)		24.4 mph				Minimum		10.1 mph		Maximum		76.4 mph		Pace Range		19.2 - 29.2 mph		411 vehicles (70.9%)	
Percentile Speeds		10%		15%		50%		85%		90%									
(mph)		18.1		19.3		24.0		29.2		30.4									
Speeds Exceeded		25 mph		35 mph		45 mph		55 mph		65 mph		75 mph							
		43.4% (252)		2.4% (14)		0.7% (4)		0.3% (2)		0.2% (1)		0.2% (1)							

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 (509) 979-3331

N. WEST BLVD. :
 E OF ROYAL CT. :
 25 MPH :

Site: SPOKANE, WA.
 6/1/2022
 Wednesday

Daily Speed

mph		EB														Avg.
		Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2
2:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	25.8
3:00 AM	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	34.5
4:00 AM	10	0	0	3	2	4	1	0	0	0	0	0	0	0	0	28.9
5:00 AM	12	0	2	5	3	1	0	0	1	0	0	0	0	0	0	26.1
6:00 AM	38	2	0	11	13	11	0	0	1	0	0	0	0	0	0	27.4
7:00 AM	77	1	7	29	30	8	2	0	0	0	0	0	0	0	0	25.2
8:00 AM	49	0	7	24	12	4	1	0	1	0	0	0	0	0	0	24.4
9:00 AM	45	1	6	16	14	5	2	1	0	0	0	0	0	0	0	25.5
10:00 AM	39	1	5	19	11	3	0	0	0	0	0	0	0	0	0	23.6
11:00 AM	36	0	3	14	14	3	2	0	0	0	0	0	0	0	0	25.4
12:00 PM	45	0	7	19	15	4	0	0	0	0	0	0	0	0	0	24.2
1:00 PM	33	0	6	11	12	3	1	0	0	0	0	0	0	0	0	24.6
2:00 PM	42	2	6	16	14	3	0	0	1	0	0	0	0	0	0	24.2
3:00 PM	37	0	5	18	12	2	0	0	0	0	0	0	0	0	0	23.9
4:00 PM	43	0	8	16	13	6	0	0	0	0	0	0	0	0	0	24.1
5:00 PM	29	1	3	13	10	2	0	0	0	0	0	0	0	0	0	24.1
6:00 PM	24	1	0	8	12	1	2	0	0	0	0	0	0	0	0	26.3
7:00 PM	7	1	1	2	1	2	0	0	0	0	0	0	0	0	0	24.0
8:00 PM	10	1	1	2	6	0	0	0	0	0	0	0	0	0	0	23.5
9:00 PM	7	0	0	4	3	0	0	0	0	0	0	0	0	0	0	24.5
10:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	22.7
11:00 PM	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	29.2
Total	595	11	67	236	199	65	11	1	5	0	0	0	0	0	0	24.9
%		1.8	11.3	39.7	33.4	10.9	1.8	0.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	
Average (Mean)		24.9 mph		Minimum 11.0 mph		Maximum 48.0 mph		Pace Range 20.1 - 30.1 mph		448 vehicles (75.3%)						
Percentile Speeds		10%		15%		50%		85%		90%						
(mph)		19.3		20.3		24.6		29.8		30.7						
Speeds Exceeded		25 mph		35 mph		45 mph		55 mph		65 mph		75 mph				
		47.2% (281)		2.9% (17)		0.8% (5)		0% (0)		0% (0)		0% (0)				

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N. WEST BLVD. :
 E OF ROYAL CT. :
 25 MPH :

Site: SPOKANE, WA.
 6/2/2022
 Thursday

Daily Speed

mph	EB														Avg.
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	26.4
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	21.5
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	30.7
3:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	35.0
4:00 AM	6	0	0	1	1	3	1	0	0	0	0	0	0	0	31.1
5:00 AM	18	2	0	6	5	5	0	0	0	0	0	0	0	0	25.3
6:00 AM	40	1	2	11	15	9	1	0	1	0	0	0	0	0	26.9
7:00 AM	60	0	7	16	22	12	2	0	1	0	0	0	0	0	26.2
8:00 AM	41	1	4	11	20	4	0	0	0	1	0	0	0	0	26.0
9:00 AM	47	1	7	16	16	5	0	0	1	1	0	0	0	0	25.5
10:00 AM	31	1	5	9	9	6	0	0	0	1	0	0	0	0	25.5
11:00 AM	36	4	8	12	7	5	0	0	0	0	0	0	0	0	22.9
12:00 PM	33	0	7	14	6	6	0	0	0	0	0	0	0	0	23.9
1:00 PM	37	1	2	14	16	4	0	0	0	0	0	0	0	0	25.2
2:00 PM	39	0	9	13	16	0	0	0	1	0	0	0	0	0	24.6
3:00 PM	31	3	7	11	8	2	0	0	0	0	0	0	0	0	22.6
4:00 PM	22	2	5	7	7	1	0	0	0	0	0	0	0	0	22.6
5:00 PM	33	0	1	13	17	2	0	0	0	0	0	0	0	0	25.1
6:00 PM	39	2	3	16	13	5	0	0	0	0	0	0	0	0	24.4
7:00 PM	23	1	2	11	5	4	0	0	0	0	0	0	0	0	24.0
8:00 PM	20	1	5	7	6	0	1	0	0	0	0	0	0	0	23.5
9:00 PM	8	0	2	5	1	0	0	0	0	0	0	0	0	0	22.1
10:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	27.8
11:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	20.7
Total	574	20	78	195	194	74	6	0	4	3	0	0	0	0	24.9
%		3.5	13.6	34.0	33.8	12.9	1.0	0.0	0.7	0.5	0.0	0.0	0.0	0.0	

Average (Mean) 24.9 mph

Minimum 10.3 mph

Maximum 53.2 mph

Pace Range 19.0 - 29.0 mph 406 vehicles (70.7%)

Percentile Speeds
(mph)

10%
18.6

15%
19.6

50%
24.8

85%
29.8

90%
31.4

Speeds Exceeded

25 mph
49.0% (281)

35 mph
2.3% (13)

45 mph
1.2% (7)

55 mph
0% (0)

65 mph
0% (0)

75 mph
0% (0)

TRAFFIC CALMING MEASURES NEEDED ON W. NORTHWEST BLVD



This request is being made by the residents of River Ridge. I spoke with Inga Note regarding the planned Flett Middle School Sidewalk project on Wellesley and discussed the dangerous circumstances that are occurring on W. Northwest Blvd. She suggested I should bring this matter up with Transportation.

The improvements to Wellesley Ave. by Flett Middle School are greatly appreciated and needed. However, we feel you have overlooked a major route that the children are using on their way to and from Flett. That being W. Northwest Blvd where the speed limit is 25mph, as it stems off of the major arterial into the neighborhood of River Ridge.

Although it is a residential street, it is 43 ft wide where it stems off the main arterial and narrows down when it reaches Royal Ct. Children are using this route via walking and bike riding to school. Since 2020 there have been 5 major car accidents on this stretch of road. 2 involved Pedestrians who were injured, one was an adult and one was an disabled child of 9 years old. The other three involved property damage and parked vehicles that were totaled.

ACCIDENTS and PEDESTRIAN COLLISIONS

- 7-11-20 Child hit by car riding her bike at 4531 W. NW Blvd**
- 11-8-21 Car crashed in yard into brick planter wall at corner of Royal and Northwest**
- 5-15-22 Car collision, parked car across from 4631 W. NW Blvd**
- 1-26-24 Adult hit by car at 4503 W. NW Blvd**
- 1-22-25 Car collision, parked car totaled across from 4531 W. NW Blvd.**
- 8-6-25 Motrocyclist died crashing ito tree on Northwest Blvd**

Several request have been made for some type of traffic calming over the past 5 years but nothing has been done. Now that improvements are being made on Wellesley for the safety of the School children it only seems logical that some traffic mitigation be made here as well. The area marked in red is the route the children walk to school. They go down W. Northwest Blvd and turn right onto Royal Ct.

In fall 2021, I personally asked the city to conduct a traffic survey on Northwest Blvd when the school was being built but they only provided a mobile speed radar trailer. This was flawed due to the fact that it was capturing, people jogging, riding their bikes and walking, not to mention the herds of Deer that walk our streets at night. The Data was diluted by including all that, and subsequently showed the traffic flow was under the posted speed limit.

Frustrated by this, I then hired Mike McCluskey of (WEE COUNT LLC) in May of 2022, to conduct a traffic survey correctly utilizing the road tubes as was done by the city on Wellesley. He has been hired by the city to do traffic surveys for decades. Survey tubes were placed across street, in-between 4517 and 4523 NW Blvd. The survey showed the speeding that we were witnessing. Cars driving between 30 and 76 mph were captured in the Data. (see attached copies of data) When I presented this to the city they dismissed it because they said they did not order the count and thus refused to accept the data. (see attached Data)

This issue has been exacerbated since the school has opened. Since the schools Exit is directly lined up with Hartley St., many vehicles are exiting the school and driving along Hartley to Northwest Blvd (marked in Green) and driving through our neighborhood as a way to avoid the traffic created at the intersection of Wellesley and Assembly.

I appreciate you taking this information seriously and for understanding the need for Traffic Claming measures to be implemented on W. Northwest Blvd.

Thank You,
Scott Gordon 509-202-7727
Block Watch NW lead
BAB Board member
DDA County board member (Spokane county)

Spokane Transportation Commission Minutes

Wednesday, December 17, 2025

Hybrid Meeting in Council Chambers & Microsoft Teams Teleconference

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

Public Comment: Citizens are invited to address the Transportation Commission on any topic not on the agenda. 2 Minutes each.

- None

Attendance for Plan Commission Workshop:

- Board Members Present: Grant Shipley, Rhonda Young, Joni Harris, Kaylee Jackman, Lauren Pangborn, Mike, Bjordahl, Raychel Callary, Dylan Jouliot
- Board Members Not Present:
- Non-Voting Members Present: Community Assembly, Downtown Spokane Partnership, Northeast Public Development Authority, Plan Commission, Spokane Regional Health District, Spokane Regional Transportation Commission, Spokane Public Transit Authority, City Council
- Non-Voting Members Not present: PBIA East Sprague, S3R3 Solutions, Spokane Public Schools, U-District, WSDOT
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Amanda Brown, Kevin Picanco, Adam McDaniel, Brian Brisendine, Colin Quinn-Hurst, Abbey Martin, Matthew Cozza, Clint Harris, Nicole White, Mayra Marroquin, Tyler Kimbrell, Inga Note, Abbey Martin, Andres Grageda, Marlene Feist, Kirstin Davis, Alexander Gibilisco

Minutes: Minutes from 11/19/2025 approved with one abstention.

Briefing Session:

- **Commission President Report - Grant Shipley**
 - Grant reported that the main goal is to provide safe and sustainable transportation throughout the City. He noted the relationship between vehicle speed, driver behavior, and roadway design. While the City has no control over vehicle design and limited control over public behavior, roadway design plays a significant role in influencing driver behavior. These factors collectively impact not only drivers, but all roadway users.
- **Secretary Report - Jon Snyder**
 - All board and commission members are required to sign the new ethics policy in their capacity as officers of the City
 - Street Department Superintendent Clint Harris will provide a briefing on snow removal operations at next month's meeting. The Street Department is currently assisting with tree removal following the recent local storm.
 - Jon concluded by thanking Angie McCall for her service on the Transportation Commission.
- **Additional Reports**
 - Jared Arenda from NEPDA reported that the Hillyard Subarea Plan has been adopted by City Council

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Local Option Parking Tax Project List and Exemptions Discussion
 - Presentation provided by Kevin Picanco & Adam McDaniel
 - Questions asked and answered.
 - Discussion ensued.
- Grand Blvd Redesign
 - Presentation provided by Brian Brisendine
 - Questions asked and answered.
 - Discussion ensued.
- Review Revised Draft Goals and Policies Regarding VMT for PlanSpokane 2046
 - Presentation provided by Colin Quinn-Hurst
 - Questions asked and answered.
 - Discussion ensued.
- Emergency Streets
 - Presentation provided by Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 5:42 PM.

Next regularly scheduled Transportation Commission meeting will be held on 1/21/2026.

BRIEFING PAPER: Shared Streets Ordinance Workshop
City of Spokane
Transportation Commission
1/21/2026

Subject:

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

Background:

In October a draft Shared Streets ordinance was presented to the Transportation Commission for feedback. Based on that feedback, and public testimony, the ordinance has been revised.

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:

If the Commission gives feedback that the ordinance is headed in a positive direction then a clean copy of the ordinance could be brought back at a future meeting for a hearing. At such a hearing the Commission would vote to on whether to recommend this ordinance to the City Council.

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

WHEREAS, shared streets are different than pedestrian-only streets, where no vehicles are allowed; 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.

~~B.C.~~ The 10 MPH speed limit sign shall not be posted until the required elements listed in 12.08.071.C are installed.

~~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, when bicycle and pedestrian volume is expected to exceed vehicle volume, 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~~ four 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.
- ~~G.D.~~ On-street lane striping is not allowed on a designated Shared Street.
- ~~D.E.~~ Shared Streets on tTransit routes are only eligible ~~in downtown zones~~ after consultation with Spokane Transit Authority approval.

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

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

Section 12.08.074 Shared Streets Designated

A. The following streets are designated as Shared Streets.

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

Section 65. 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 76. 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

Mayor

Date

Effective Date

BRIEFING PAPER: Expanding Automated Traffic Camera Enforcement
City of Spokane
Transportation Commission
1/21/2026

Subject:

In 2026 the city is adding new automated traffic enforcement cameras for the first time in three years. Some of these cameras will be general speed cameras, not associated school zones.

Background:

The city's automated traffic camera enforcement program dates back to 2009. Spokane's program is one of the only programs in the state where the funds generated from violations have always been used in service of traffic safety and not distributed to the general fund. There are currently 15 red light violation cameras and 8 school zone speed cameras installed in the city. Two new photo-red cameras are coming online this month at Mission and Greene. Five more cameras are set to come online in the 1st quarter of 2026 at Division and Magnesium (2), E. Empire Ave (2) and N. Ash at Shadle HS (1).

The Council voted on a resolution in 2023 with potential new camera locations. In 2025 these sites, and others, were put through and equity matrix review as required by state law. Council staff and administration staff and police narrowed the locations down to 24 potential new camera sites, of which 22 appear to be buildable. However, none of these sites can be installed until capacity constraints at Municipal Court are addressed. Municipal Court needs additional court commissioners, clerks, desks, and docket time capacity to bring online this new round of cameras. See below for a list sites.

Staff are considering making new school zone cameras 24-hours a day enforcement. That means the cameras would enforce for the school zone limit of 20MPH during school commute times and then enforce the normal speed limit the rest of the day (usually 30MPH).

Relationship to Plans/Actions:

Automated traffic enforcement cameras support the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Vision Zero safety plan.

Timeline/ Further Action:

Staff is working with police, municipal court and Council to address capacity issues for adding new cameras.

BRIEFING PAPER: Expanding Automated Traffic Camera Enforcement
City of Spokane
Transportation Commission
1/21/2026

Proposed new cameras sites (all cameras are speed cameras, unless a school is noted for school zone camera.)

NB 1917 W SUNSET BLVD
SB 1917 W SUNSET BLVD
NB 5598 N NEVADA ST @ GARRY MIDDLE
SB 5989 N NEVADA ST @ GARRY MIDDLE
EB 8487 W SUNSET HWY / US 2
WB 8487 W SUNSET HWY / US 2
NB 2028 N HAMILTON ST @ LOGAN ELEMENTARY
SB 2403 N HAMILTON ST @ LOGAN ELEMENTARY
EB 2435 E FRANCIS AVE @ ARLINGTON ELEMENTARY
WB 2638 E FRANCIS AVE @ ARLINGTON ELEMENTARY
SB 509 W MONROE ST
EB 1627 E MISSION AVE @ STEVENS ELEMENTARY
WB 2007 E MISSION AVE @ STEVENS ELEMENTARY
EB 2611 E MISSION AVE
WB 2611 E MISSION AVE
NB 3026 N DIVISION ST / US 2
SB 3026 N DIVISION ST / US 2
EB 2015 E 29th AVE
WB 2015 E 29th AVE
NB 8568 N INDIAN TRAIL RD
SB 8568 N INDIAN TRAIL RD
NB 4328 W INDIAN TRAIL RD
SB 4328 W INDIAN TRAIL RD

(NOTE: Mission and N Indian Trail both show two camera sites, with two cameras each. The intention here is to pick one of these camera sites for each street for a total of two cameras per street. Additional work is needed to determine which sites are optimal.)

BRIEFING PAPER: Traffic Calming Selection Process 2026
City of Spokane
Transportation Commission
1/21/2026

Subject:

Process for selecting traffic calming projects 2026 (for cycle 15 construction).

Background:

This fall the city will select projects for the next round of traffic calming projects, Cycle 15, which is the 2028 construction season for standard projects and the 2027 construction season for adaptive projects. This process can also be used for 2029 construction projects, as we expect to the process to result in more high quality projects than we have funding for in a single year. 2029 projects could be finalized in next year.

This is the second year the Transportation Commission will have a lead role in selecting projects that are forwarded to Council for approval. The current concept is to pull projects from three distinct buckets:

- Projects that are still left from the DOWL list that have support and are deemed valuable.
- New traffic safety concerns solicited from the public through a new 311 form.
- Strategic network projects identified by staff, the Commission, and Council.

Relationship to Plans/Actions:

Traffic calming projects are a key implementation strategy for the Pedestrian Master Plan, the Bicycle Master Plan and the Vision Zero Action Plan.

Timeline/ Further Action:

Traffic calming selection process will be a future agenda item for the March, April, May, September, October, and November meetings. See draft timeline below.

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Proposed 2026 Safe Streets for All/Traffic Calming Project selection process for the 2028 Construction Season

Draft timeline

JANUARY - information rollout and sharing draft plan – ONS, Council Members, media outreach from Mayor and Council staff, share plan with Transportation Commission, Community Assembly, PeTT Committee;

FEBRUARY- Take DOWL contract update to PIES on 2/9 then through Council for approval so consultant can begin working on April;

FEBRUARY and **MARCH** – open public comment period starts 2/2 and ends 3/31- update Traffic Calming webpage, Transportation Commission webpage, Inform 311; 311 will be handling new requests for future traffic calming projects with a new webform (2027-2029); matrix to Transportation Commission (February meeting) for review and input; Data dumps from 311 webform on 2/28, 3/14, and 4/1, so that City staff have time to review residents' submissions and staff recommended network projects before packaging up to 30 projects to DOWL; -

MARCH- Transportation Commission will have initial workshop with staff on which projects to retain from the May 2024 Citywide Traffic Calming Master Plan. This workshop can also include discussion of staff-recommended network projects for inclusion in DOWL work;

APRIL – take 311 webform submissions (raw but cleaned up) to Transportation Commission to include in packet; get Transportation Commission to get feedback potential funding allocation structure; resolution from City Council regarding funding structure for next cycle- what percentage allocated should be quick builds, construction, or network priorities; Transportation Commission can revisit what projects to retain, if needed, and continue discussion on network priorities;

MAY –Transportation Commission votes on which projects to retain from May 2024 Citywide Traffic Calming Master Plan;

APRIL through **AUGUST** – DOWL and staff refine list- run through matrix that evaluates safety, equity, and connectivity, examine viability/cross-reference with other projects, etc.; DOWL will have a list of old and new projects to go before Transportation Commission in September;

SEPTEMBER – long list (up to 30 new projects and old projects deemed to still be viable by staff) comes before Transportation Commission (9/23)- staff takes feedback and prepares winnowed list for October Transportation Commission meeting;

OCTOBER - Transportation Commission (10/21) uses funding resolution passed by Council to further narrow list; PIES presentation and any amendments; deadline for letters from neighborhood councils to be included in the October Transportation Commission packet is

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10/13 (letters at this time are the best opportunity to get on the record before the Commission's final vote in November);

NOVEMBER – Transportation Commission (11/18) makes final recommendation to Council; PIES presentation and any amendments;

DECEMBER – City Council votes (12/14) to approve list before winter break.

BRIEFING PAPER: Complete Streets Exception Hearing
City of Spokane
Transportation Commission
1/21/2026

Subject:

A project this year to install new traffic signals on Rowan at Ash St. and Maple St. has triggered a complete streets review.

Background:

The City's complete streets ordinance dates back to 2011. The ordinance requires staff to consult with the City's Bicycle Master Plan and Pedestrian Master Plan when designing certain street projects and include elements called for in those plans unless an exception is made. In May 2025 the City Council updated the complete streets ordinance to narrow the exception circumstances and require a public process for exceptions through the Transportation Commission.

The signals at Rowan support, among other things, existing bike lanes on Rowan that cross Ash and Maple. The current design of the Rowan signals project includes bumpouts to narrow Maple and Ash and shorten crossing distances for people walking. However, the bumpouts would preclude a bike lane running north/south on this block Maple and Ash. The Bicycle Master Plan ([Bicycle Master Plan - City of Spokane, Washington](#)) calls for bike lanes on this part of Maple/Ash that eventually transition to shared-lanes at the Garland hill.

Previous discussions with the Bicycle Advisory Board about adding bike lanes on Maple and Ash (2024 chip seal project) have elicited dialogue on whether Maple and Ash should have bike lanes or not, given the high car volume and high traffic stress of the couplet. In addition, staff is interested in prioritizing limited resources on the parallel corridors of Belt/Elm and Cedar, where lower traffic volumes could result in higher use of new bicycle facilities. The location is also near Ridgeview Elementary. For all of the above reasons, staff feel that this project is worthy of consideration to the Transportation Commission for a complete streets exception to allow the pedestrian bumpouts to be built and to focus efforts on improving parallel routes.

Relationship to Plans/Actions:

Complete streets supports the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Vision Zero safety plan.

Timeline/ Further Action:

If the Commission reaches a decision at this meeting to allow exception, the project will be built this year.

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