



Transportation Commission Agenda

Regular Meeting

Wednesday, February 18, 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	<ol style="list-style-type: none">1. Roll Call2. 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 1/21/2026 meeting minutes4. President Report5. Secretary Report6. Additional Reports, if requested7. Approval of current agenda	<p>Planning Staff</p> <p>All</p> <p>Grant Shipley</p> <p>Jon Snyder</p> <p>All</p> <p>All</p>
-------------	--	---

Workshops:

4:20 – 4:40	<ol style="list-style-type: none">1. Thorpe Rd. Tunnels Study	Kevin Picanco
4:40 – 4:50	<ol style="list-style-type: none">2. Local Option Parking Tax Public Rule	Jon Snyder & Adam McDaniel
4:50 – 5:05	<ol style="list-style-type: none">3. Shared Streets Ordinance Revision	Inga Note & Jon Snyder

Hearing:

5:20 – 6:00	<ol style="list-style-type: none">4. *Grand Boulevard Restriping	Inga Note & Brian Brisendine
-------------	--	------------------------------

* 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.

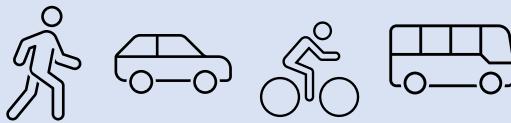
Adjournment: The next regularly scheduled TC meeting will be held on Wednesday, March 18, 2026.

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, February 18, 2026



Transportation Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall in Council Chambers 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

Passcode:
TP3uJ75Z

Meeting ID: 267 627 097 893 8

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 2/11/2026, until 3:00 p.m. on 2/18/2026**. 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)

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
4:55—5:20	Traffic Calming projects: Network & DOWL list	Jon Snyder & Inga Note
5:20--5:40	6-year Street Plan Update	Kevin Picanco

April 15, Transportation Commission (120 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
4:00 – 4:20	Meeting Briefing	Transportation Commission
Hearing Items		
5:40—6:00	6-Year Street Plan Consistency Review and Rec. *	Kevin Picanco

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.

Spokane Transportation Commission - Draft Minutes

Wednesday, January 21, 2026

Hybrid Meeting in City Council Chambers & Microsoft Teams Teleconference

Meeting Minutes: Transportation Commission Workshop called to order at 4:02 pm by Grant Shipley

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

- Brian Muegge
- Jeff Mergler

Attendance for Transportation Commission Workshop:

- Commission Members Present: Grant Shipley, Rhonda Young, Mike Bjordahl, Raychel Callary, Joni Harris, Kaylee Jackman, Dylan Jouliot, Lauren Pangborn
- Commission Members Not Present: [Click or tap here to enter text.](#)
- Non-Voting Members Present: STA, SRTC, SRHD, NEPDA, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not present: WSDOT, PBIA East Sprague, DSP, U District, S3R3 Solutions, Spokane Public Schools
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Inga Note, Abbey Martin, Clint Harris, Nicole White, Matthew Cozza, Mayra Marroquin, Brian Brisendine, Tyler Kimbrell, Marlene Feist, Sebastian Pedinielli, Andres Grageda, Colin Quinn-Hurst

Minutes: Minutes from 12/17/2025 approved unanimously.

Briefing Session:

- **Commission President Report - Grant Shipley**
 - Grant has received a lot of personal input for suggested changes on Grand Ave. People want more moderate speeds on the roads. It directly correlates to increased travel times, however this may decrease travel time in the opposite direction because it makes it easier to cross busy arterials. Slowing speed affects the traffic system, which uses all the roads, not just that one.
 - A lot of letters have been received regarding the update to Spokane Falls Blvd. Everyone should keep in mind that there cannot be improvement without change.
- **Secretary Report - Jon Snyder**
 - Jon first welcomed Councilmember Dixit and had her come up and introduce herself. Councilmember Dixit represents District One. She loves multimodal transit and is a big bike rider. She is excited about 27 by 27 and other things the Commission is doing. The City should be more walkable and safer for everyone.
 - During the last meeting we went over the updated Code of Ethics. That document is here for Commissioners to sign tonight.
 - City Council is approving the workplan for the year. It is a robust plan. This year there will be more votes for the Commission to take.
 - The agenda packets have general public comments included. We are setting up an email so we can receive public comments year-round.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Snow Removal Briefing
 - Presentation provided by Clint Harris
 - Questions asked and answered.
 - Discussion ensued.
- Shared Streets Ordinance
 - Presentation provided by Inga Note and Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.
- Automated Traffic Camera Expansion
 - Presentation provided by Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.
- Draft '26 Spokane Safe Streets Timeline
 - Presentation provided by Jon Snyder and Abbey Martin
 - Questions asked and answered.
 - Discussion ensued.

Hearing(s):

- Complete Streets Exception: Rowan Maple/Ash
 - Presentation provided by Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Motion: I [Commissioner Pangborn] move to accept this exception to the Bicycle Master Plan.

Seconded by Vice Present Young.

Motion passes unanimously, 8 to 0 to 0.

Meeting Adjourned at 6:05 PM.

Next regularly scheduled Transportation Commission meeting will be held on 2/18/2026.

BRIEFING PAPER: Thorpe Tunnels Study
City of Spokane
Transportation Commission
2/18/2026

Subject:

Informational briefing of the Thorpe Tunnels study.

Background:

The Thorpe Rd. tunnels at the Fish Lake Trail and BNSF railroad track are both narrow tunnels that can not accommodate larger vehicles or trucks simultaneously with vehicles traveling in the opposing direction.

Thorpe Rd. is the primary arterial road providing access to areas west of Hwy 195 and west of the tunnels and there limited alternative access routes to the area. Land along the Thorpe corridor is zoned for residential development, and a large development that contemplates construction of approximately 1,000 residential units was recently approved. There are also additional residential developments being considered along the corridor.

The narrow tunnels and required one-way traffic operation for trucks limits capacity along the corridor and capacity improvements are necessary to accommodate future development and traffic growth along the corridor.

The City's Integrated Capital Management department has contracted with KPFF Consulting Engineers to complete a study to examine alternatives for new or additional tunnels to improve capacity along the corridor.

This informational presentation will provide an update on the status of the study and share alternatives that are under consideration.

Relationship to Plans/Actions:

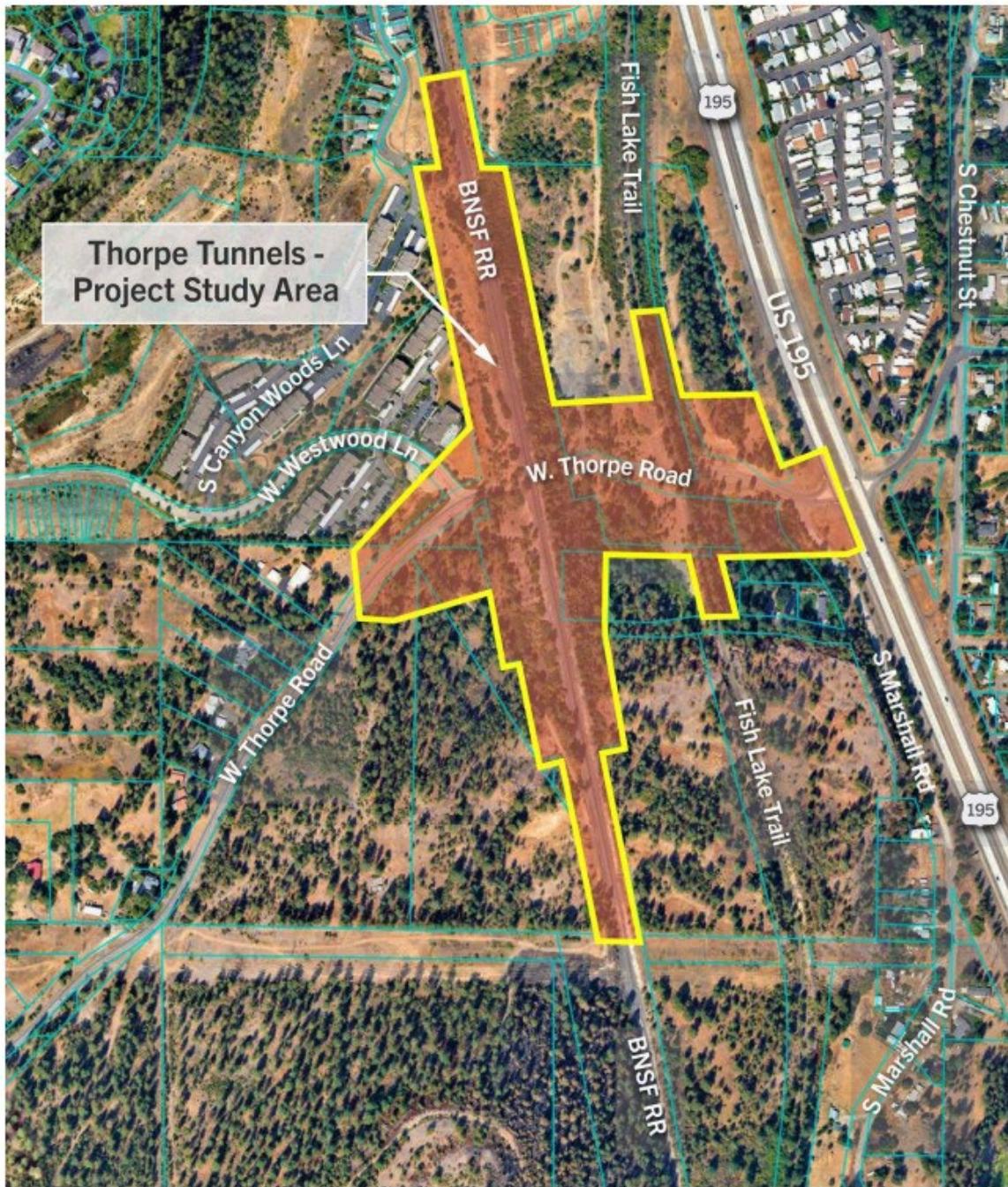
Improvements to the Thorpe tunnels are included on the list of projects in the City's Traffic Impact Fee program but only design costs are currently included.

Timeline/ Further Action:

To be determined pending acceptance of an alternative by BNSF and securing additional funding for design and construction.

BRIEFING PAPER: Thorpe Tunnels Study
City of Spokane
Transportation Commission
2/18/2026

Vicinity Map and Study Area:



**BRIEFING PAPER: Local Option Parking Tax Public
Rule
Transportation Commission
2/18/2026**

Subject:

Implementing the new local option parking tax requires publishing a public rule detailing administration of the tax.

Background:

A new local option parking tax for off-street parking was passed by the Council as a part of the budget process in 2025. (SMC 8.22). A public rule has been created to guide implementation of the ordinance, which is set to begin April 1, 2026.

Relationship to Plans/Actions:

City of Spokane Sustainability Action Plan Strategy 2: Encourage sustainable land use that promotes varied housing options and infill development, calls for the elimination of financial incentives for low-intensity development (i.e., surface parking) as a priority action. The Downtown Spokane Parking Study Plan in F.2 – Expand and Diversify Funding Approaches and Financial Incentives calls for the City to create “innovative tax or tax abatement approaches to phase out or incentivize different uses for surface parking lots” to incentivize new development on surface parking lots to highest and best use and ensure long-term financial stability and diversity of the City’s revenue stream.

Timeline/ Further Action:

The rule is presented for informational purposes to the Transportation Commission and to enhance the general public outreach process. The rule will be presented to committee and then on the Council legislative process for approval.

**CITY OF SPOKANE
PUBLIC RULE AND PROCEDURE**

CITY OF SPOKANE PUBLIC RULE AND PROCEDURE	RULE xxxz - LGL XXXX
TITLE CITY OF SPOKANE COMMERCIAL PARKING TAX EFFECTIVE DATE April 1, 2026	

1.0 GENERAL

1.1 PURPOSE AND INTENT

The purpose of this public rule is to supplement Ordinance C36801, relating to the adoption of a local option commercial parking tax.

Pursuant to RCW 82.80.030(2) and effective April 1, 2026, a local option transportation tax is imposed for the act of parking a motor vehicle in a facility operated by a commercial parking business within the city of Spokane.

Collected commercial parking taxes are held in trust and remitted monthly by the commercial parking business to the City of Spokane, accompanied by tax forms provided by the Office of Taxes and Licenses.

1.2 TABLE OF CONTENTS

- 1.0 GENERAL
- 2.0 DEPARTMENTS/DIVISIONS AFFECTED
- 3.0 REFERENCES
- 4.0 DEFINITIONS
- 5.0 POLICY
- 6.0 PROCEDURE
- 7.0 RESPONSIBILITIES
- 8.0 APPENDICES

2.0 DEPARTMENTS/DIVISIONS AFFECTED

This public rule applies to all persons meeting the definition of a commercial parking business as described in Ordinance C36801 (SMC 08.22) and guides the administration of the local option commercial parking tax by the Transportation and Sustainability, Finance and Administration, and the Community and Economic Development Divisions.

3.0 REFERENCES

- Ordinance C36801 (SMC 08.22)
- RCW 82.04.050
- RCW 82.80.030

4.0 DEFINITIONS

The relevant definitions for this public rule can be found in Ordinance C36801 (SMC 08.22).

5.0 POLICY

- 5.1 Any receipt or ticket that is issued to the customer must show the tax broken out from the parking fee so that the person parking the vehicle knows the amount of the tax to be paid. The tax broken out on the receipt or ticket may be combined with the retail sales tax.
- 5.2 Pursuant to RCW 82.80.030(2)(f), tax-exempt carpools, vehicles with a disabled parking placard, and government vehicles are exempt from the City of Spokane local option commercial parking tax. It is the responsibility of the commercial parking business to ensure compliance with any tax exemptions provided under Washington state law.
- 5.3 The City of Spokane's local option commercial parking tax also exempts long-term parking of thirty days or longer (residential, student, and employee) in alignment with the guidance provided by the Department of Revenue Excise Tax Advisory 3030.2009 regarding Parking Fees as Income from Rental of Real Estate. Under Department of Revenue Excise Tax Advisory 3030.2009, when a commercial parking business rents designated parking stalls for thirty-day periods and the customers park their own cars and have the right of exclusive use of designated parking stalls, the parking fees are from the rental of real estate and not subject to retail sales tax. Income from such rentals is exempt from Washington's retailing business and occupation tax. The person renting the designated parking stalls for thirty-day periods or more is also not subject to the City of Spokane local option commercial parking tax. It is the responsibility of the commercial parking business to ensure compliance with Washington state law and the tax exemptions provided under the City of Spokane local option commercial parking tax.
- 5.4 Customers parking at Spokane Transit Authority Parking and Rides, including holders of a Shuttle Park pass, are exempt from the City of Spokane local option commercial parking tax.
- 5.5 The City's local option commercial parking tax does not apply to the City of Spokane's on-street parking system that is controlled, regulated, and inspected by the City of Spokane's Parking Services Department.
- 5.6 Persons leasing parking stalls that do not charge a parking fee are not subject to the City of Spokane local option commercial parking tax.

5.7 A commercial parking lot meeting any of the following criteria, as determined by the City, may be eligible for an Efficient Land Use Credit equivalent to one-half (½) of the commercial parking tax rate imposed:

5.7.1 A commercial parking lot with two or more floors of commercial parking, such as a multi-story covered parking garage;

5.7.2 A commercial parking lot below ground-level; or

5.7.3 A commercial parking lot with a counter-complete building permit for residential or commercial development as verified by the City's Development Services Department.

6.0 PROCEDURE

6.1 The amount of the commercial parking tax shall be equal to the parking fee multiplied by the commercial parking tax rate. The measure of the parking tax is the parking fee paid or due and does not include any retail sales tax, fines, or additional services included with the charge for the privilege of parking that might be due in addition to the parking fee.

6.2 A commercial parking business will register each commercial parking lot with the City of Spokane on a form provided by the Office of Taxes and Licenses. The form must be submitted to the City at commercialparking@spokanecity.org. This form must be updated within 30 days of a change in Efficient Land Use Credit status, property owner/taxpayer, or number of total parking stalls.

6.3 The commercial parking business must report every tax period to the Office of Taxes and Licenses the following for each lot:

- The total number of individual commercial parking transactions;
- The total gross receipts of commercial parking fees collected at the commercial parking tax rate imposed (12%) and total tax payable to the City of Spokane;
- The total gross receipts of commercial parking fees collected at a commercial lot with an Efficient Land Use Credit (6%) and total tax payable to the City of Spokane; and
- The total gross receipts of commercial parking fees exempt from the City of Spokane's local option commercial parking tax.

6.4 All questions regarding the local option commercial tax must be submitted in writing to commercialparking@spokanecity.org.

7.0 RESPONSIBILITIES

- 7.1 The Finance and Administration Division, through the Office of Taxes and Licenses, is responsible for administering and collecting the local option commercial parking tax. The Chief Financial Officer or their designee is responsible for the final opinion and determination of any questions arising from the collection of the tax.
- 7.2 The Transportation and Sustainability Division are responsible for reviewing and determining Efficient Land Use Credit eligibility.

8.0 APPENDICES

- 8.1 Ordinance C366801

APPROVED BY:

City Attorney

Chief Financial Officer

Director of Transportation and Sustainability

Director of Community and Economic Development

City Administrator

Date

BRIEFING PAPER: Shared Streets Ordinance Workshop, 2nd Revised Draft
City of Spokane
Transportation Commission
2/18/2026

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 was revised in January 2026. This is the 2nd revision based on Commission comments in January. New wording is in **yellow**.

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 2nd revision of the ordinance acceptable 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.

C. The 10 MPH speed limit sign, and signage requiring vehicles yield to pedestrians, shall not be posted until the required elements listed in 12.08.071.C are installed.

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 volumes after shared street installation will exceed vehicle volume or is expected to reveal significant latent demand for active transportation use, 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 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.
- D. On-street lane striping is not allowed on a designated Shared Street.
- E. Shared Streets on transit routes are only eligible 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. **Signs requiring vehicles to yield to pedestrians shall include symbols in addition to words.**

Section 5. 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 Avenue to Spokane Falls Boulevard

Section 6. 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 7. 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:

City Clerk

Approved as to form:

City Attorney

Mayor

Date

Effective Date

BRIEFING PAPER: Grand Blvd Restriping
City of Spokane
Transportation Commission
February 18, 2026

Subject:

Grand Blvd from 14th to 29th Ave is planned for a Grind and Overlay in 2027 and presents the opportunity to restripe the roadway, under 1) a 3-lane configuration with 1 lane uphill, 1 lane downhill, and a center turn lane, 2) a 4-lane configuration with 2 lanes uphill, 1 lane downhill, and a center turn lane. Or 3) maintaining the existing 4-lane configuration with 2 lanes in each direction and no center turn lane.

Background:

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. Restriping the roadway to include a center turn lane would provide safer pedestrian/bicycle crossing opportunities by allowing for the addition of refuge islands along Grand. Reducing the number of lanes could also further regulate speeds without the need for enforcement, particularly next to Manito Park.

Relationship to Plans/Actions:

This is a potential implementation step for the City's Vision Zero efforts: [Vision Zero - City of Spokane, Washington.](#)

Timeline/ Further Action:

Requesting a vote by Transportation Commission on one of the following three options for restriping to coincide with the scheduled grind and overlay in 2027.

TRANSPORTATION COMMISSION RECOMMENDATION No.: 2026- 003

CITY OF SPOKANE TRANSPORTATION COMMISSION

RESOLUTION RECOMMENDING MAINTAIN EXISTING 4-LANE STRIPING GRAND BLVD
RESTRIPING 14th-29th

Resolution to the Mayor of Spokane recommending maintain existing 4-lane striping for Grand Blvd from 14th-29th.

WHEREAS, the City is designing a grind and overlay re-paving project currently planned for 2027 construction;

WHEREAS, the City uses grind and overlay projects to examine current conditions to look for opportunities to improve safety, connectivity, and ensure all users of the transportation system are accommodated as outlined in the Comprehensive Plan and related city plans;

WHEREAS, the Transportation Commission, by a vote of ___ Ayes ___ Nays recommends the following:

NOW, THEREFORE --- it is hereby resolved by the Transportation Commission to

1. Recommend to the Mayor of Spokane maintaining the existing 4-lane configuration with 2 lanes in each direction and no center turn lane.

ADOPTED by the Spokane Transportation Commission by a vote of ___Ayes & ___Nays on this ___ day of _____, 2026.

Grant Shipley, Transportation Commission Chair

TRANSPORTATION COMMISSION RECOMMENDATION No.: 2026- 001

CITY OF SPOKANE TRANSPORTATION COMMISSION

RESOLUTION RECOMMENDING 3-LANE RESTRIPIING GRAND BLVD RESTRIPIING 14th-29th

Resolution to the Mayor of Spokane recommending 3-lane restriping for Grand Blvd from 14th-29th.

WHEREAS, the City is designing a grind and overlay re-paving project currently planned for 2027 construction;

WHEREAS, the City uses grind and overlay projects to examine current conditions to look for opportunities to improve safety, connectivity, and ensure all users of the transportation system are accommodated as outlined in the Comprehensive Plan and related city plans;

WHEREAS, the surrounding land uses around the project are residential, a large city park, religious institutions and neighborhood commercial, uses which could all benefit from slower traffic speeds, and shorter crossing distances across Grand and the addition of pedestrian refuge opportunities for people walking, biking, and rolling, and;

WHEREAS, the addition of a center turn lane will create safer vehicle movements and reduce conflict points that have contributed to the recent crash history on the corridor, and;

WHEREAS, the Transportation Commission, by a vote of ___ Ayes ___ Nays recommends the following:

NOW, THEREFORE --- it is hereby resolved by the Transportation Commission to

1. Recommend to the Mayor of Spokane a restriping design of a 3-lane configuration with 1 lane uphill, 1 lane downhill, and a center turn lane.

ADOPTED by the Spokane Transportation Commission by a vote of ___Ayes & ___Nays on this ___ day of _____, 2026.

Grant Shipley, Transportation Commission Chair

TRANSPORTATION COMMISSION RECOMMENDATION No.: 2026- 002

CITY OF SPOKANE TRANSPORTATION COMMISSION

RESOLUTION RECOMMENDING 4-LANE RESTRIPIING GRAND BLVD RESTRIPIING 14th-29th

Resolution to the Mayor of Spokane recommending 4-lane restriping for Grand Blvd from 14th-29th.

WHEREAS, the City is designing a grind and overlay re-paving project currently planned for 2027 construction;

WHEREAS, the City uses grind and overlay projects to examine current conditions to look for opportunities to improve safety, connectivity, and ensure all users of the transportation system are accommodated as outlined in the Comprehensive Plan and related city plans;

WHEREAS, the addition of a center turn lane will create safer vehicle movements and reduce conflict points that have contributed to the recent crash history on the corridor, and;

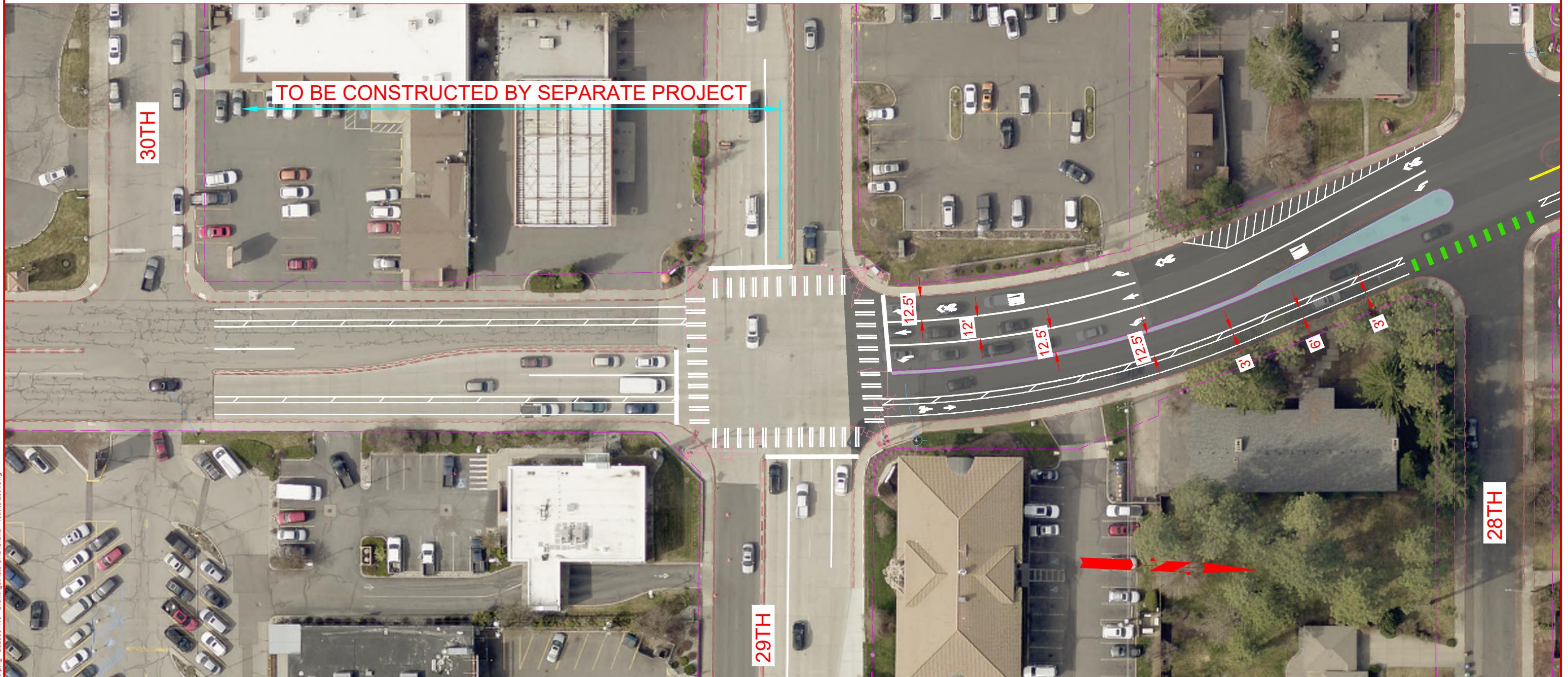
WHEREAS, the Transportation Commission, by a vote of Ayes Nays recommends the following:

NOW, THEREFORE --- it is hereby resolved by the Transportation Commission to

1. recommend to the Mayor of Spokane a 4-lane configuration with 2 lanes uphill, 1 lane downhill, and a center turn lane.

ADOPTED by the Spokane Climate Resilience & Sustainability Board by a vote of Ayes & Nays on this day of , 2026.

Grant Shipley, Transportation Commission Chair

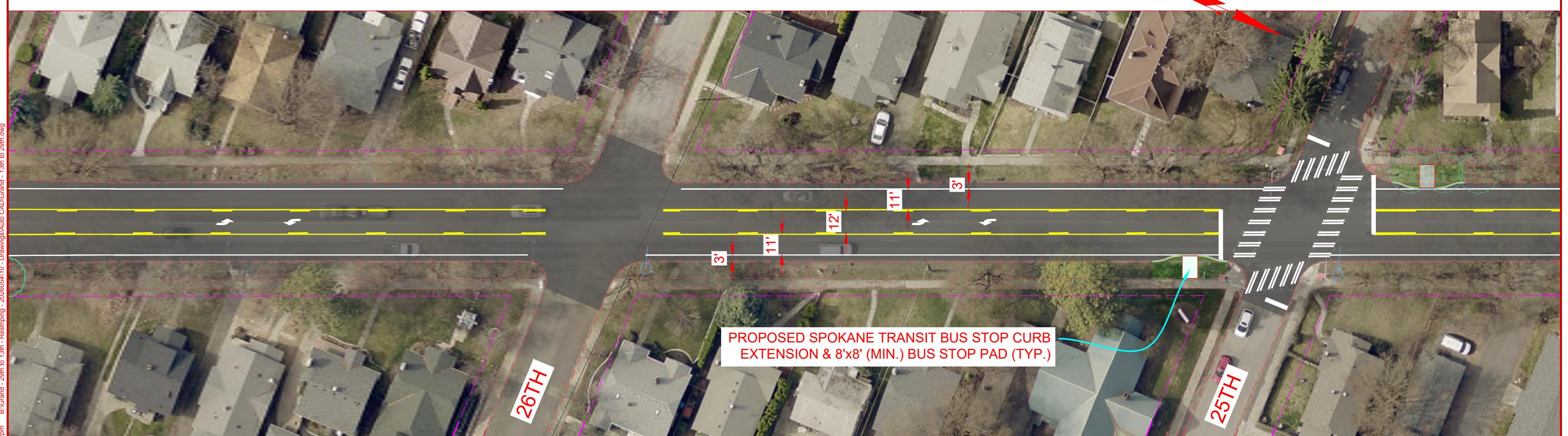
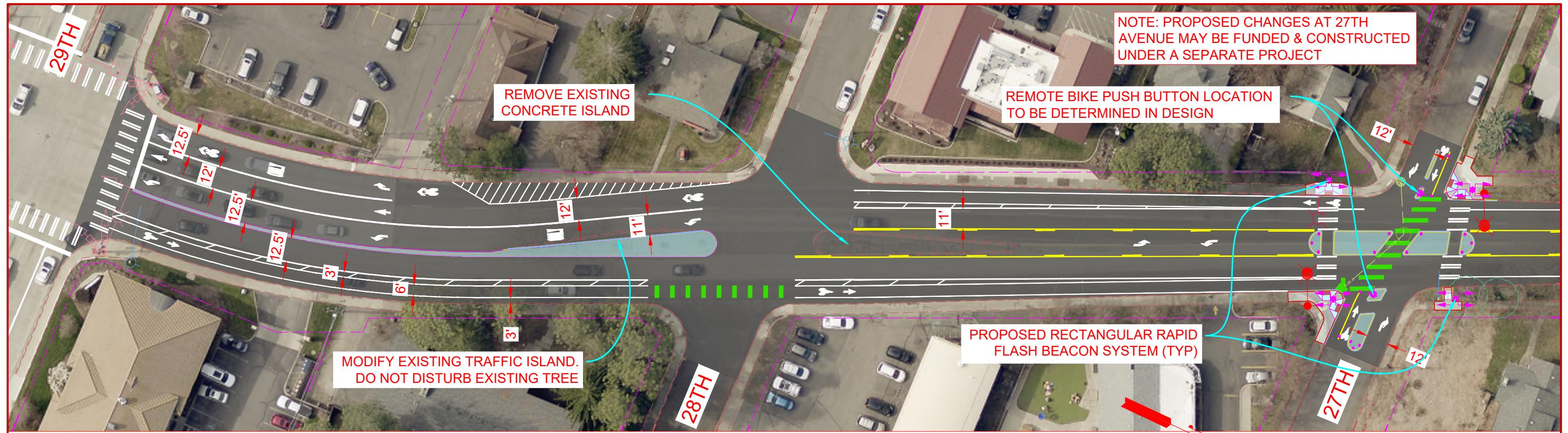


PUBLIC WORKS DIVISION INTEGRATED CAPITAL MANAGEMENT

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**



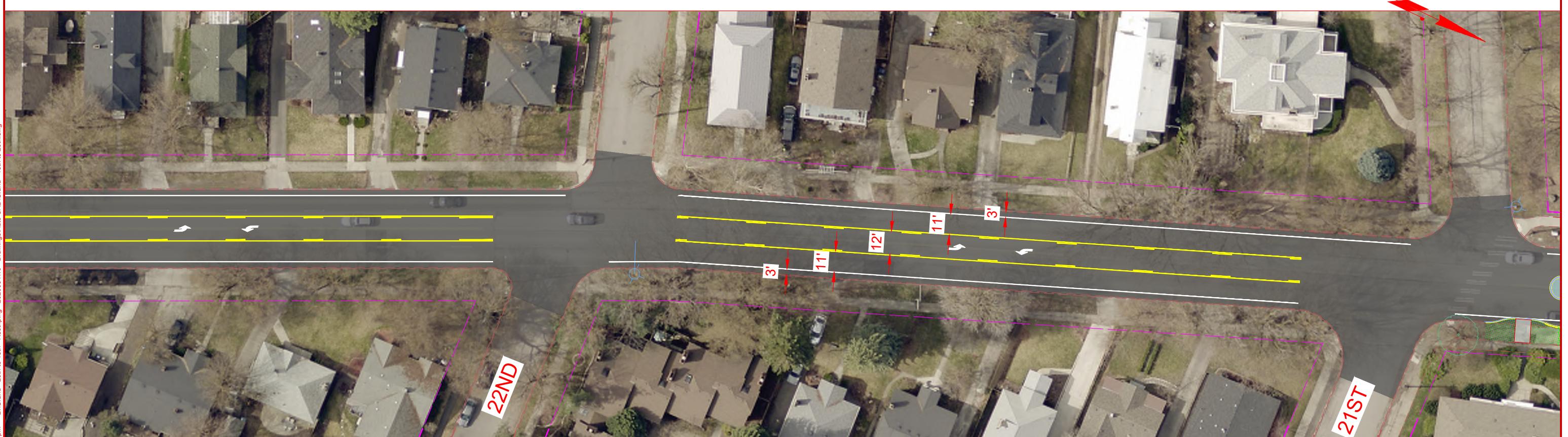
GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION



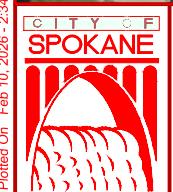
PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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



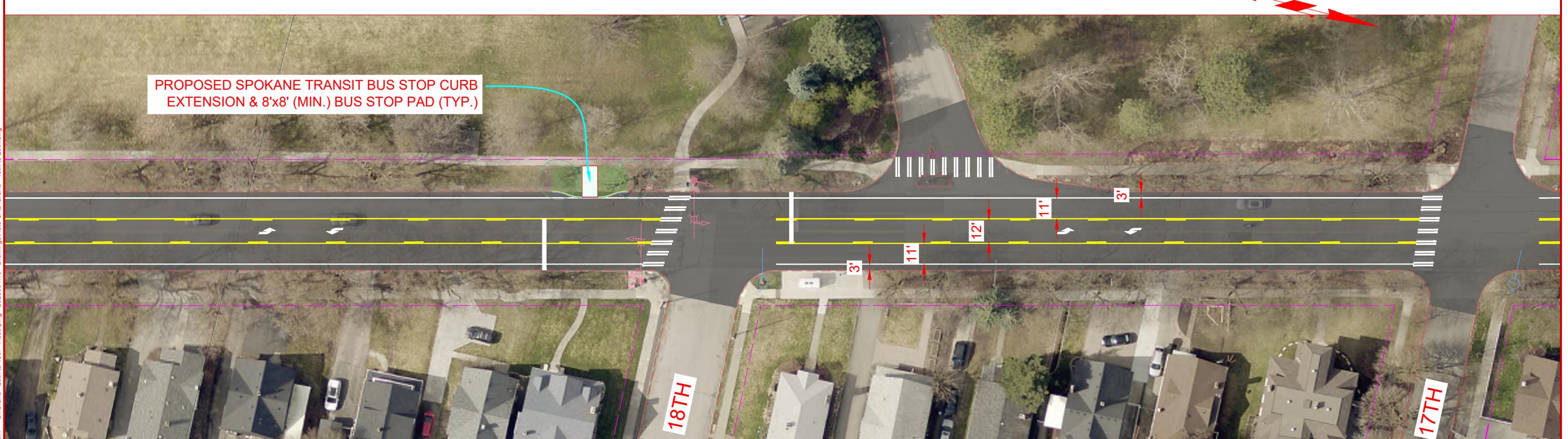
GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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

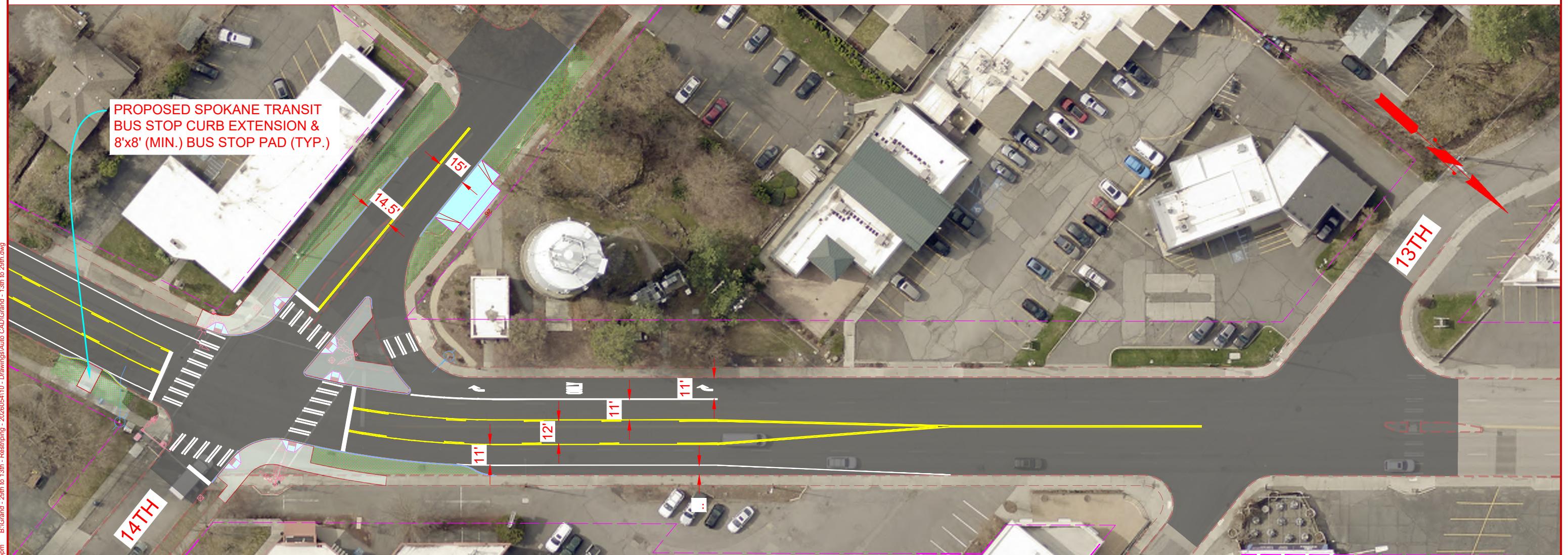
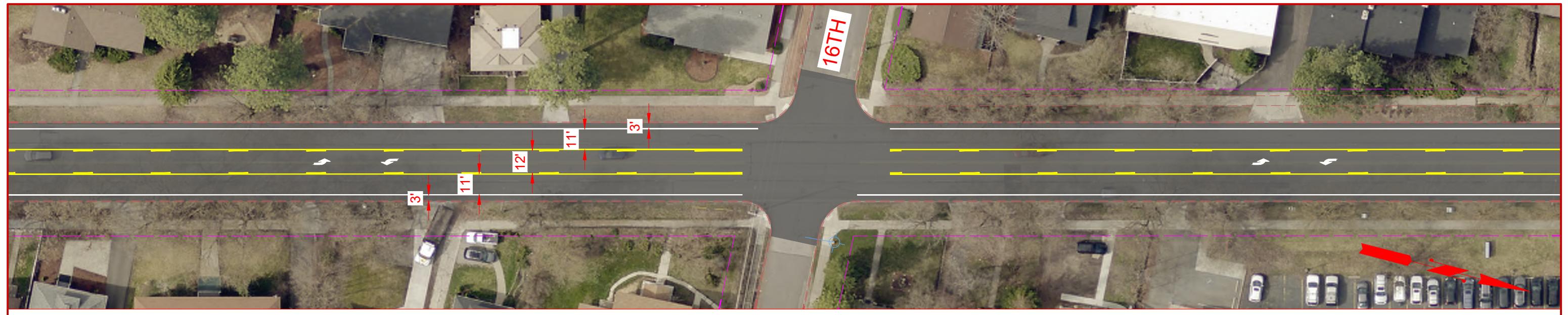


PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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

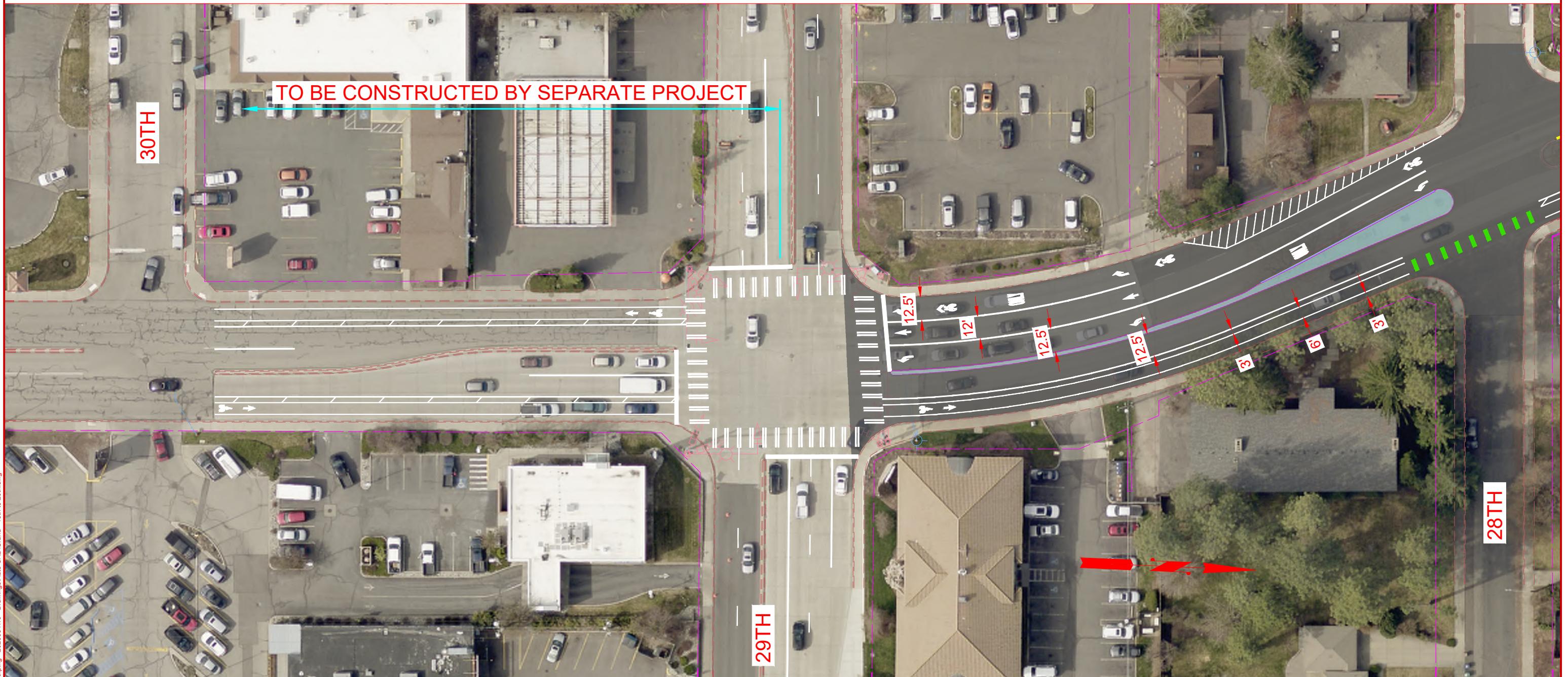


PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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

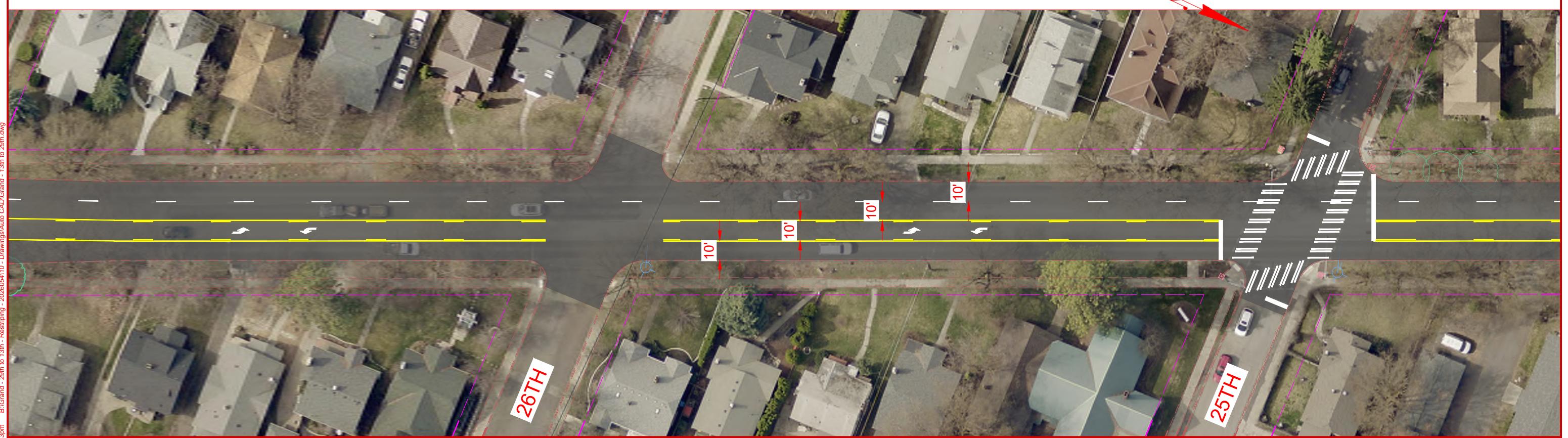
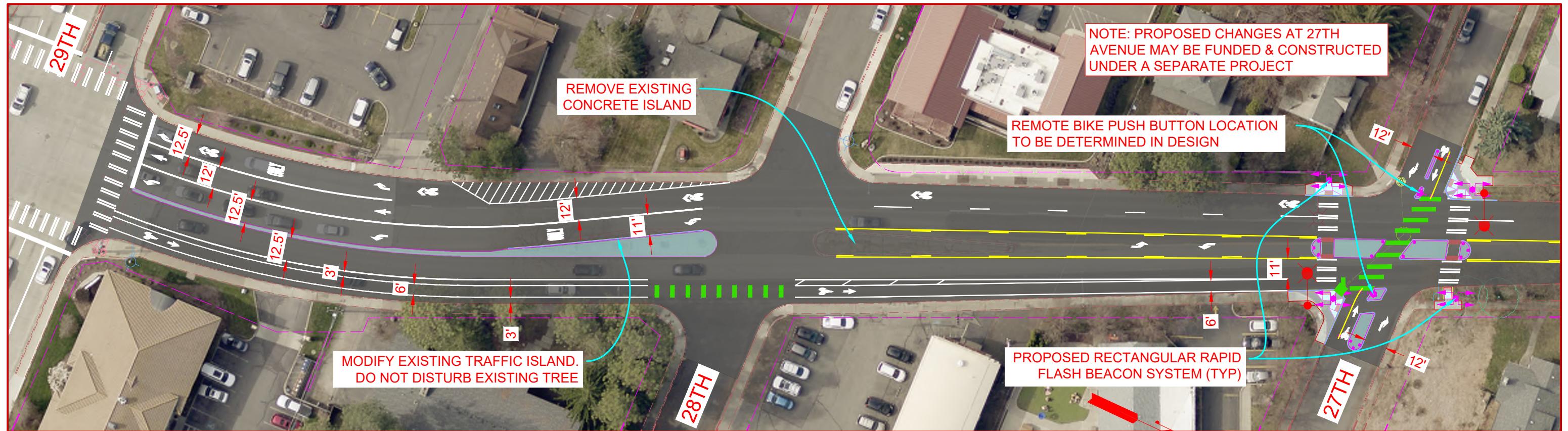
GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
3 LANE SECTION



GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION

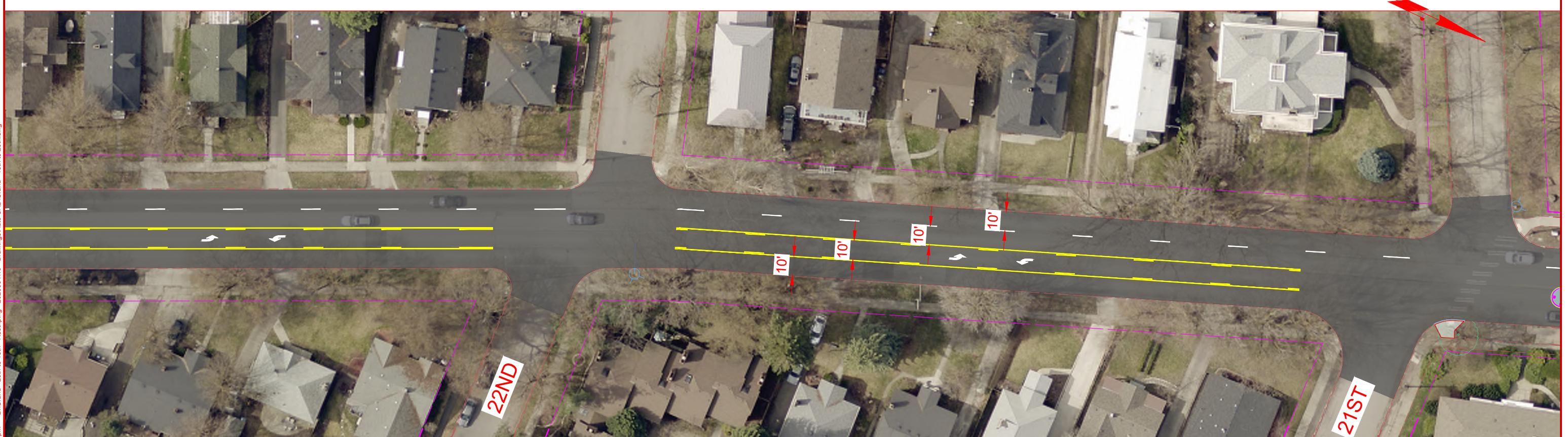
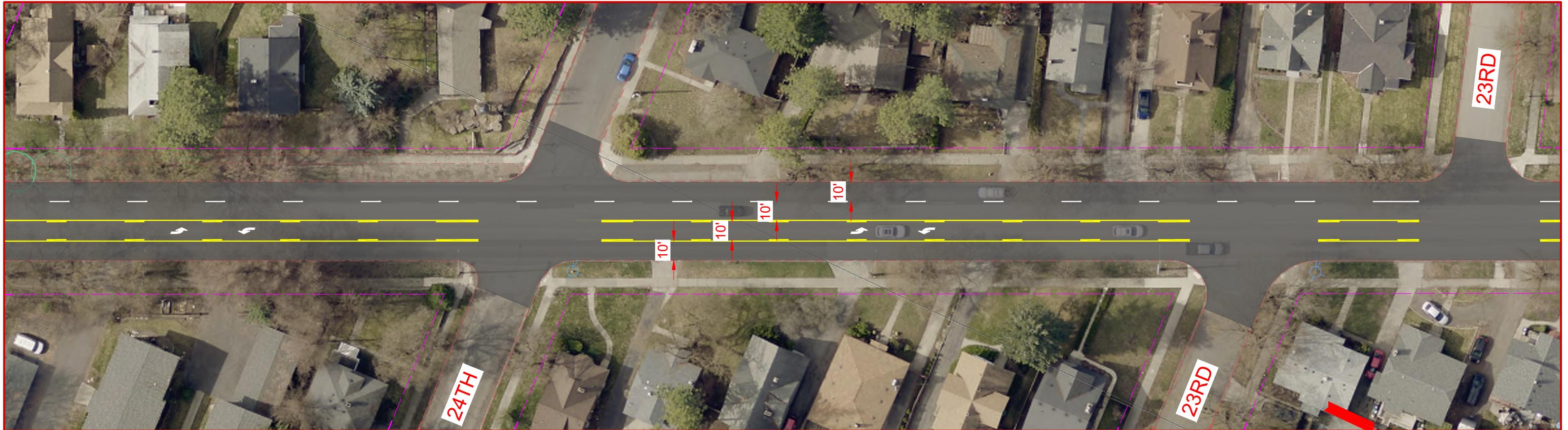


PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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

GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION



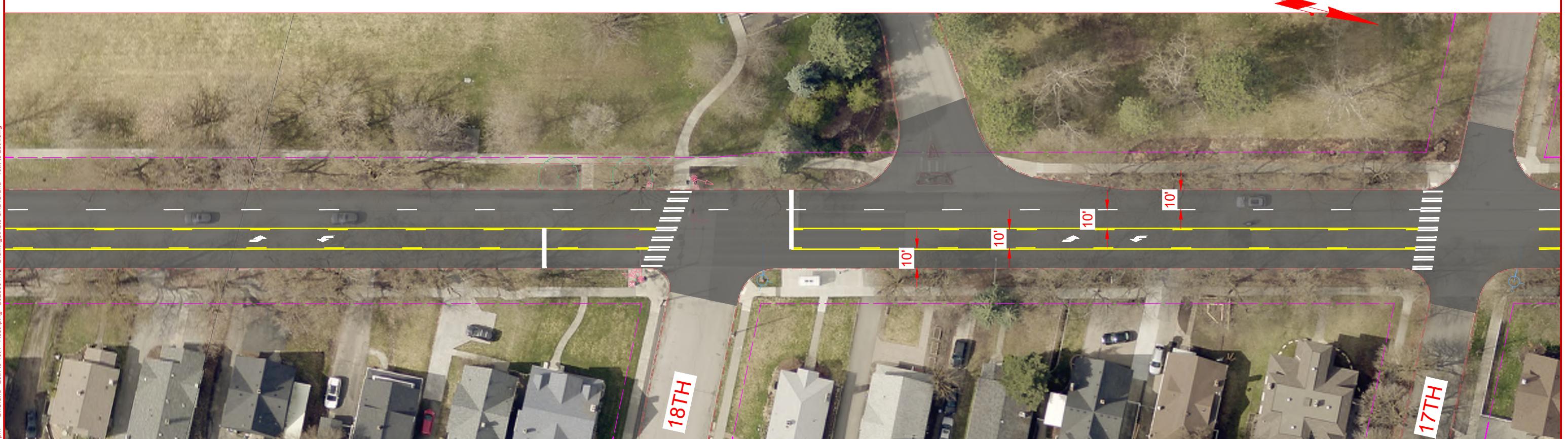
GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

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

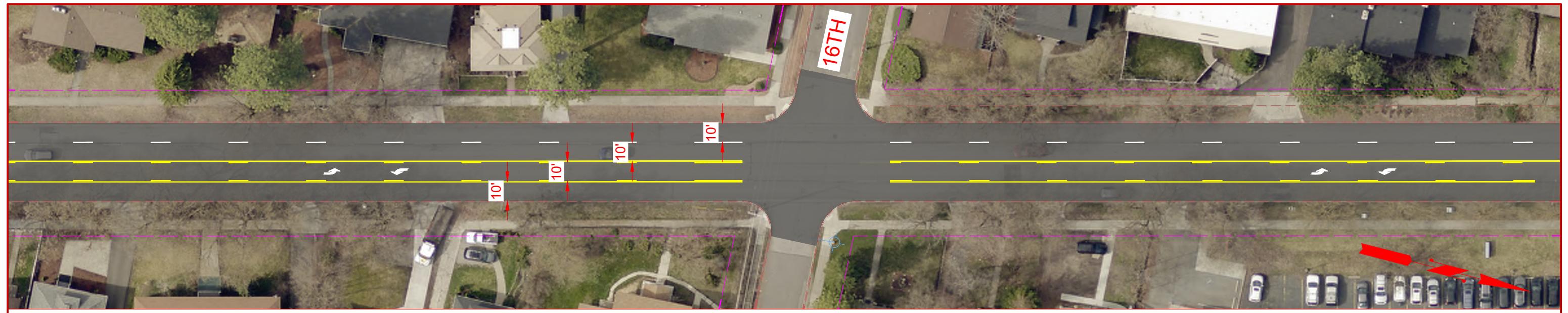


PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

Plotted On Feb 10, 2026 2:41pm
B1 Grand - 29th to 13th - Restriping - 202605410 - Drawing/Auto CAD/Grand - 13th to 29th.dwg
SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

GRAND BOULEVARD

29TH AVENUE TO 13TH AVENUE
4 LANE SECTION



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
4 LANE SECTION

Transportation
Commission
Public Comments
Received
Regarding Grand
Boulevard Restriping

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

Brian Trimble, Owner + Executive Director of the Herzog Family Center, an Early Learning Education Childcare and Pre-School located at 27th and Grand, 2711 S. Grand Blvd.

My vote is for single lane for both N and S bound traffic w/ center turn lane. A crossing for pedestrians at 27th and Grand would be safe and an excellent addition to the neighbourhood.

My vote, similar lights for crossing found at 17th for the park at Manito.

Thank you for this improvement!

Brian Trimble

509.456.2590
admin@herzogfamilycenter.com

King, Emily

From: Brisendine, Brian
Sent: Wednesday, January 28, 2026 10:14 AM
To: madewell221@gmail.com
Cc: Note, Inga; Transportation Commission
Subject: RE: Grand Blvd Question Regarding Avg Travel Time

Hello,

The model to determine the average commute time was based on the posted speed limit of a given segment (i.e., 30 mph, except for the segment fronting Manito Park where the posted limit is 20 mph) not the 85th percentile speed.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Note, Inga <inote@spokanecity.org>
Sent: Wednesday, January 28, 2026 09:44
To: Transportation Commission <eratranscom@spokanecity.org>; Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: RE: Grand Blvd Question Regarding Avg Travel Time

Brian can you respond to that one?

From: Transportation Commission <eratranscom@spokanecity.org>
Sent: Wednesday, January 28, 2026 9:43 AM
To: Brisendine, Brian <bbrisendine@spokanecity.org>; Note, Inga <inote@spokanecity.org>
Subject: FW: Grand Blvd Question Regarding Avg Travel Time

Good morning,

Someone reached out with the below question, I wasn't sure who would be best to forward this to.

Thanks!



Emily King | Office Clerk Specialist | Planning & Economic Development
Direct 509.625.6043 | Main line 509.625.6500 | eking@spokanecity.org | my.spokanecity.org



From: Lorraine madewell <madewell221@gmail.com>
Sent: Tuesday, January 27, 2026 7:24 PM
To: Transportation Commission <eratranscom@spokanecity.org>
Subject: Grand Blvd Question Regarding Avg Travel Time

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

Thank you for hosting the Q&A session.

I wanted to ask if the slide that showed the average commute time being 30-58 seconds longer was based on the speed of the 85th percentile or the posted speed limit?

Sincerely,
Lorraine Madewell

From: [Liza Mattana](#)
To: [Martin, Abigail M.](#)
Subject: Grand Blvd Traffic Calming
Date: Wednesday, January 28, 2026 6:04:03 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi there,

I went to the info meeting last night about Grand Blvd at St Mark's Church, but left early and didn't see where to send comments.

Can you please forward my email to the right folks?

I'm in support of reducing lanes on Grand, probably with a turn lane to allow for EMS to get around easier.

I love the changes on Monroe and Sprague and would love to see similar changes in my neighborhood.

Thanks
Elizabeth Mattana
453 W 26th Ave, Spokane, WA 99203

King, Emily

From: Donna Rae <raegemini@icloud.com>
Sent: Tuesday, January 27, 2026 6:52 PM
To: Transportation Commission
Cc: Brisendine, Brian
Subject: Grand ReStriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I attended the Grand Restriping meeting tonight, January 27th. I appreciate City employees giving up their evening to provide information to the community impacted by the proposed project. The meeting was informative and helpful.

I lived in the Emerson-Garfield neighborhood when the city was planning to restripe Monroe. At that time, I had two dogs that I would frequently take to Corbin Park and it was so difficult and scary crossing four lanes of traffic at Cleveland & Monroe to get to the park. Drivers almost never stopped for pedestrians at that intersection. I also remember how upset a majority of the local business owners were about the project but Monroe is so much better now. The traffic doesn't speed as fast down the street and it is much easier to cross the road and visit businesses in the area.

I now live on 22nd & Grand on the east side of the intersection. I enjoy walking in Manito Park and again, it is so difficult and scary to cross four lanes of traffic on Grand when the majority of motorists don't stop for pedestrians. I also frequently have to make a left turn from Grand onto 22nd in my car and I'm always worried about being rear-ended by someone who isn't paying attention and doesn't see that I've stopped to wait for oncoming traffic before making the turn.

I hope you prioritize safety, especially given the number of fatal pedestrian accidents there have been in Spokane more recently and choose the three lane option; with one uphill lane, one downhill lane and a center turn lane. People will be upset for a while but it will be so much safer in the long run.

I'm not thrilled about the impact the construction will have on the enjoyment of my home while it's ongoing but I'm willing to withstand short term inconvenience for long-term safety.

Thank you for your consideration.

Donna Rae
2137 S Grand Blvd
Spokane, WA. 99203

King, Emily

From: Note, Inga
Sent: Wednesday, January 28, 2026 8:50 AM
To: Transportation Commission
Subject: FW: Grand Restriping

For the next meeting packet.

From: Herzog Family Center <admin@herzogfamilycenter.com>
Sent: Tuesday, January 27, 2026 6:11 PM
To: Note, Inga <inote@spokanecity.org>; Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: Grand Restriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Inga and Brian,

Thank you for the presentation this evening. My name is Brian Trimble and I am the Executive Director and Owner of the Herzog Family Center located at 27th and Grand.

I am in full support of option one with a crossing for pedestrian at 27th.

I am sorry for those on the audience who were difficult. People are emotional and fear change.

Please let me know if I can help or support in any way.

Thank you.

Brian Trimble

Herzog Family Center
p: 509.456.2590
f: 509.456.2581
W: www.herzogfamilycenter.com

***CONFIDENTIALITY NOTICE:** This email may contain material that is confidential, privileged, and/or for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, you may not copy, forward, use, rely on, or distribute this message or any file attachments. Please inform the sender if you have received this email in error.

King, Emily

From: Brisendine, Brian
Sent: Wednesday, January 28, 2026 8:25 AM
To: Jered Sweeney-Demezas
Cc: Transportation Commission
Subject: RE: Grand Blvd Restriping: In Support of the Safer Option

Hi Jered,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

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

From: Jered Sweeney-Demezas <jered.demezas@gmail.com>
Sent: Tuesday, January 27, 2026 20:34
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: Grand Blvd Restriping: In Support of the Safer Option

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Brian,

I was unable to attend this evening's meeting about the Grand Blvd restriping project but wanted to offer my input in favor of option 1 (1-lane each direction, with a center turn lane), the safer option.

As a driver, I am happy to slow down if it means a safer environment for those inside and outside cars. My speed should not be prioritized over the lives of my neighbors.

Thank you,
Jered Sweeney-Demezas

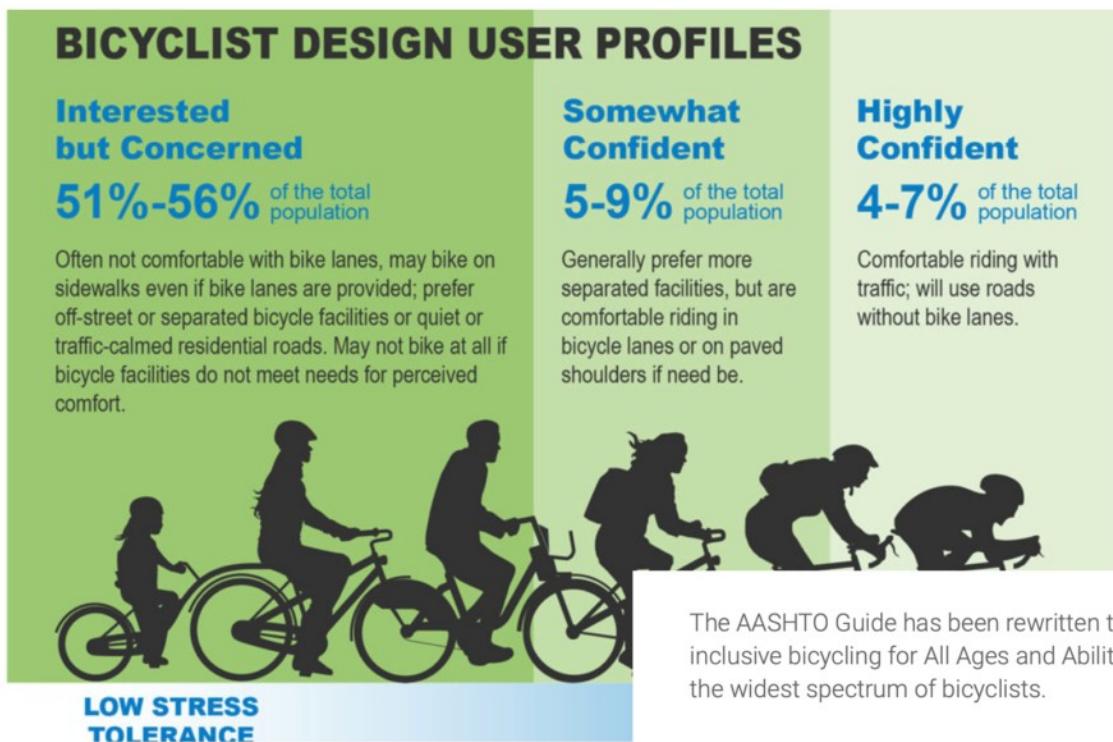
King, Emily

From: Brisendine, Brian
Sent: Wednesday, January 28, 2026 9:22 AM
To: katbrogdon
Cc: mholmesart@gmail.com; Transportation Commission
Subject: RE: South Hill Neighborhood Meeting

Hi Kathryn,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.

As far as Hatch as a bicycle route, it is currently identified on our bicycle priority network [here](#). It's a network of specific streets that could be considered when it comes to project selection for grant funding opportunities for connected bike infrastructure. As you point out, Grand has a very high level of traffic stress for your average person who might have some interest in biking – only the most dedicated and able users will consider even riding on an arterial like Grand (maybe 4-7% of the population like in the image below). Using streets like Hatch and other low volume side streets to build out a connected network for the 51-56% of the “interested, but concerned” population (in some cities the percentage might be higher, just depends) is key, hopefully this answers your question.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

From: katbrogdon <katbrogdon@gmail.com>
Sent: Wednesday, January 28, 2026 07:59
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Cc: mholmesart@gmail.com
Subject: re: South Hill Neighborhood Meeting

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Brian,

My husband and I attended the meeting at St. Mark's last night and I definitely had some takeaways from it. I base my comments on the fact that I am a regular pedestrian and sometimes cyclist in the neighborhood.

The corners on Grand that were listed as needing more pedestrian safety I agree with. The idea to put smaller push button lights for pedestrians on these corners makes complete sense. I've been concerned about people crossing at night on some of the darker corners. The 18th Ave. light is kind of a prompt already to expect delays in a park area.

We live in a house with the first driveway off 19th. Even with two lanes on each side of Grand we are sometimes locked into our driveway and can't turn left or right. Often when there is a break in the traffic and we think we can get out, we then have side street turners who get the jump on us, and then the traffic closes us out again.

If we need to go left, we often have to turn right to get out and go around the block to Hatch and back to 25th to get to Grand. Sometimes we pull into the middle lane and make a left U-turn in the park entrance (I don't think it was created for that kind of traffic). So we favor leaving Grand as four lanes since we could end up locked in our driveway even longer if traffic is backed up with the light at 18th + only two lanes + service trucks and buses.

The gentleman sitting behind us at the meeting was a dedicated cyclist and felt entitled to ride on Grand. If we maintain four lanes, cyclists with more of that daredevil spirit can still ride on Grand. However, I will never do it. I mostly quit riding my bike after moving here because of the hills, lack of through streets, and not wanting to ride down Grand. I already have enough plates and screws in my body, thank-you-very-much, as they say. So here is another suggestion.

Why not develop Hatch as a bicycle route for those who don't want to risk it on Grand? I know that Hatch doesn't go all the way through anyway, but perhaps at some point in the distant (or near if possible) future, some accommodation could be constructed purely for bicyclists. I don't know what the logistics, are, of course, but perhaps it could be figured out.

I never thought about the point of traffic islands before and it might be a really good idea to put them at strategic places pedestrian and bicycle crossings. I suspect drivers would be more mindful than might be the case with a wide open center turn lane.

Anyway, thanks for the great meeting, and I appreciate all the viewpoints expressed.

Best,
Kathryn Brogdon

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

thank you for the opportunity to hear the proposals for the resurfacing project along Grand Blvd. After hearing the information, questions from our neighbors, and the responses, combined with our experience living on Grand Blvd, I believe the best course of action is to maintain the current 4-lane configuration. What should be a priority instead is traffic enforcement of current laws. The statistics presented tonight point to habitual violation of traffic laws, and the solution is not penalizing those of us that obey the laws through these proposed revisions, but those who willfully violate them in the first place.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I live on grand and 18th. the corner house with my wife and 4 year old and 2 year old. we would like you to reduce traffic as much as possible. My childrens lives depend on it.

BT

Patrick Mannhard

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I Fully support reducing Grand Blvd to 3 lanes. This an exciting project that will reconnect our neighborhoods & make things safer for everyone.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

Leave Grand Blvd as is to prevent backups during rush hr.
Regal from 57th to 44th is a mess due to 1 lane road.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

Such a terrible idea!
As a Grand Blvd resident
for oh, I part 55 years,
I totally oppose such a
plan!

Carole Rindall

Not a good idea - Dan H.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I live at 317 E 14th Ave. I would very much like to see left turn signals added both north and south bound, with the addition of a turn lane, at 14th & Grand.

We have 4 children, and frequently visit Manito Park. Due to the safety (or lack thereof) on Grand, we do not cross anywhere except the light @ 19th. That is still sometimes nerve wracking.

Thank you for all your time and attention.
- Katie Wood

THANK YOU FOR CONSIDERING OUR COMMENTS
WE TRAVEL THIS DAILY AND LIVE HERE

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I DO NOT LIKE HOW THE INCREASED LANE WIDTH INCREASES TRAFFIC SPEED
AS I HAVE SEEN ON S. BERNARD.

FOUR LANE TRAFFIC ALLOWS FOR STOPPED VEHICLES TO BE BYPASSED IN EACH
LANE, WHETHER IT IS A BUS OR FEDEX TRUCK OR A LEFT TURN STOPPED BY ONCOMING
TRAFFIC.

MANITO PARK IS THE CROWN JEWEL OF SPOKANE AND THIS IS MORE OF A
REAL RESIDENTIAL NEIGHBORHOOD AND USED BY WALKERS, JOGGERS, BIKERS AND
AND YOUNG.

PLEASE TAKE INTO ACCOUNT THE UNIQUE POSITION THIS "ARTERIAL"
HAD IN OUR CITY. TREE LINED STREET, CLOUD OF LICHENS, BEAUTIFUL VIEW OF
THE PARK FROM GRAND.

WE DONT WANT THIS STREET TO BE USED TO FUMBLE MORE TRAFFIC AT A HIGHER
SPEED.

THE TRAFFIC LIGHTS AT 14th AND 25th NEED REVISING. REMOVE THE "NO TURN
ON RED" SIGN AT 25th - IT ISN'T NECESSARY. THE SENSORS AT 14th HAVE ~~DO~~ NOT
WORKED PROPERLY AT TIMES.

PEDESTRIAN FULTING LIGHTS, AS RECENTLY INSTALLED ON 13th IS FANTASTIC -
PLEASE CONSIDER MORE OF THEM

Thank You Very Much

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

Please use option 1

Had?

thus

~~This Section of Grand Has a Reduced speed limit to give 2 lanes in Either Direction Says "Motorist Please go Fast"~~

~~Additionally, the Lack of Bike infrastructure that the city continues to not invest in must be an opportunity to address.~~

~~Please commit to NON Motorized transportation in the City!~~

• Why are All options NO Bike Lane?

• Uphill @ 30 miles an hour is Not a Slow

Vehicle Issue @ 2 to 5% this is Not Sunset

• Constraining Speed Seems Like an Issue Not Being Addressed without Reducing Lane #s

30 secs / 1 min People Need to Plan Better

• A small Inconvenience

Dont Let the group Old White Haired folks influence your side

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

Manito is a fantastic neighborhood with everything you want in the city.
Allowing people to walk/bike to essentials is a large part of future proofing.
Please do consider a bike lane or some way to get bikes down the street +
3 lanes is my favorite option but I would love smaller lanes and a
bike lane if feasible.

- Thank you.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I prefer the option w/ one lane in each direction with a middle turning lane.

I walk to Manito Park daily w/ my dog and at times w/ my grand kids. Traffic goes way too fast most of the day. Some cars stop for pedestrians, but most do not. I usually walk down to 18th and cross at the metered X-walk since I seem to be invisible to most cars

I'm not necessarily against bike lanes but my experience is that bicyclists follows the rules less than motorists.

I don't see many bicyclists on the street currently. Spokane's weather is not that conducive to bike traffic for ~~too~~ much of the year.

Wayne Leonard
608 E 19th Ave

Anything that slows down the traffic!

Sara Staples

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I am vehemently opposed to reducing the number of lanes on Grand Ave a critical transportation corridor. Just put in lights & crosswalks like at Morris Park - push the button & there's a crossing light (red) the flow remains steady except for pedestrian crossings/ cyclists. Stopping for all @ each stop of an STA bus is ridiculous whether 2 or 3 lanes. There are more & more apartment complexes & housing crisis & traffic is already crazy.

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I oppose reducing Grand Blvd from two lanes each way. We are only getting bigger as a city and reducing Grand Blvd will make congestion worse. Bernard has bicycle lanes. I live on 19th.

I oppose reducing 29th after Southeast Blvd, this is where all the shopping is located and very busy.

Braden Strangl

I use Grand all the time

MEETING COMMENT FORM

Grand Blvd Restripe

January 27, 2026

The City of Spokane is seeking your comments on the restriping proposals for Grand Blvd. These comment forms will be read by City staff and provided to the Transportation Commission prior to their February 18th hearing.

OFFICIAL COMMENTS (PLEASE PRINT):

I am a cycclist who lives on the North end of the corridor, and works at the south end. E.summer to the Manito shopping center. I would like to see both Pole Signs, and striped signage reminding that people need to share the road. Given the speed of the speeding is the major throughout this ~~cross~~ stretch. Slowing that down with the restripe seems to be the impulsive. For that reason I think the 2 South bound and 1 North bound with a center turn lane seems to Maximize Safety and through Put for everyone.

Josiah DiNatale

70-856-6603

josiah.dinatale@juno.com

King, Emily

From: acjoes <acjoes@comcast.net>
Sent: Wednesday, January 28, 2026 12:29 PM
To: Transportation Commission
Subject: Grand Blvd Restriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I live near 25th and Grand. I support the 3 lane restriping proposal.

Thanks

Joe Slauson

Sent from my Verizon, Samsung Galaxy smartphone

King, Emily

From: Stephen Farnell <farrny@aol.com>
Sent: Wednesday, January 28, 2026 10:10 AM
To: Transportation Commission
Subject: Grand Blvd.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I'm writing to express my opposition to the potential shrinking of Grand Blvd. There has been significant growth on the south hill the last few years and the existing north/south routes to downtown are already inadequate to handle the increased traffic flow. I live on Garfield Rd. just south of Hutton School and I can tell you that there has been a dramatic increase of people using (and speeding) through this area. I would also surmise that Grand is a primary route for ambulances attempting to get patients down to the hospitals. I would think that shrinking the number of already congested 4 lanes down to even 3 could potentially have dire consequences. If one of the reasons for shrinking the number of lanes is to improve safety for bicyclists, I would think it would be better for all concerned to build better bike lanes on less travelled parallel streets such as Garfield down to Rockwood where bike lanes already exist. For these reasons I am opposed to any shrinking of Grand Blvd. Thank you for considering my comments.

Sent from my iPhone

King, Emily

From: Brisendine, Brian
Sent: Wednesday, January 28, 2026 3:20 PM
To: E Shurtz
Cc: Transportation Commission
Subject: RE: Grand Restriping

Hello,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

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

From: E Shurtz <eileen.shurtz@gmail.com>
Sent: Wednesday, January 28, 2026 14:54
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: Grand Restriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good afternoon,

I am emailing you in support of Option 1 for the Grand Restriping.

As a pedestrian, I often cross Grand at 18th Ave to get between Rockwood Bakery and Manito Park. Fewer lanes to cross will make crossing Grand safer for me and other pedestrians.

As a driver, I believe that having a 24 percent reduction in crashes is worth slightly slower travel. I know that the speed limit on Grand drops to 20 mph around Manito Park, but a 4 lane road makes drivers subconsciously want to speed. I have witnessed many people speeding in that area. Fewer lanes will signal to drivers that Grand is not a freeway, and that they need to slow down.

Thank you for considering these options to make Grand safer for everyone - drivers, pedestrian, and cyclists.

Sincerely,
Eileen Shurtz

King, Emily

From: Brisendine, Brian
Sent: Wednesday, January 28, 2026 10:46 AM
To: Jennie Daniels
Cc: Transportation Commission
Subject: RE: Restriping Grand | Question about median/vs. turn lane at 28th

Hi Jennie,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.

I believe the reasoning behind maintaining the concrete island was to minimize impacts/cost savings, but we can certainly consider removing the concrete island just north of 28th Ave and extending the proposed center turn lane there as you suggest.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Jennie Daniels <jdanielsuk@gmail.com>
Sent: Tuesday, January 27, 2026 20:03
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: Restriping Grand | Question about median/vs. turn lane at 28th

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I was at the public meeting tonight. Thanks for providing an opportunity to learn more.

I was curious about the junction of 28th and Grand. I live on 28th and Latawah. During busier times it is very difficult to turn left out of 28th onto Grand (Or left onto 29th from Latawah). I believe traffic may have gotten heavier from Sacajawea school more recently.

When you turn onto Grand from 28th there is a gap in a concrete median. However the road is not designed to be able to safely sit in this gap. A turn lane here would allow a driver to turn into the turn lane and pause until the driver can get into northbound traffic.

The printed rendering tonight showed what appeared to be the concrete median remaining which would not improve the ability to make this turn. I was curious what the reasoning was behind this, if there is one.

Currently I often have to drive down to 25th to make the turn more safely at the light even if I am then going on South.

Please share any considerations made here.

Thank you,

Jennie Daniels
2804 S. Latawah St.

King, Emily

From: Brisendine, Brian
Sent: Monday, February 2, 2026 7:58 AM
To: emailbdewey@gmail.com
Cc: Transportation Commission
Subject: FW: Public Comment – Grand Blvd Restriping: Support for Option 1

Hello Brandon,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Brandon E. Dewey <emailbdewey@gmail.com>
Sent: Saturday, January 31, 2026 20:11
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Subject: Public Comment – Grand Blvd Restriping: Support for Option 1

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Brian,

I am writing to provide formal public comment on the Grand Boulevard restriping project between 14th Avenue and 29th Avenue. I was unable to attend the public meeting held last week.

My partner and I live with our two young children one block off Grand Boulevard on East 17th Avenue. I use this corridor daily and experience it across multiple modes: as a driver, pedestrian, and transit rider. Our family frequently walks to Manito Park for recreation and the playground, I use Grand daily to access the Route 4 bus at 18th & Grand for my downtown commute, and we regularly drive this corridor when traveling beyond the neighborhood. Because of this, I experience Grand as a true neighborhood street that serves many users - not a single-purpose roadway - and I see clearly where the current configuration creates avoidable risk.

I strongly support Option 1 and believe it represents the most balanced, practical, and safety-oriented approach for this corridor.

From a roadway design standpoint, Option 1 aligns with well-established principles of conflict reduction and predictability. A three-lane configuration with a center turn lane reduces rear-end and sideswipe collisions by removing turning vehicles from through travel lanes, improves driver decision-making, and creates more consistent operating behavior. These benefits are well-

documented nationally, and they are not theoretical. My family and I have lived in communities where similar conversions were implemented, and we experienced measurable improvements in comfort and safety across all modes.

As a driver, the current four-lane configuration creates unnecessary friction. Vehicles turning left must slow or stop in a travel lane, which leads to abrupt braking, passing maneuvers, and uncertainty. The center turn lane proposed in Option 1 resolves this issue cleanly while still accommodating traffic volumes appropriate for this corridor.

As a pedestrian, current conditions are especially concerning, particularly when walking with children. Even with the signalized crossing at Grand & 18th, crossing the roadway often feels stressful and unpredictable. I experience near-miss situations at this crossing multiple times per week. These incidents most often involve drivers misunderstanding or ignoring the pedestrian signal, approaching too quickly to comfortably stop, or attempting to pass a stopped bus on the left as it departs the stop. This is not occasional behavior; it is routine, which suggests a design issue rather than isolated driver error.

Access to Manito Park is a major reason families cross Grand in this area. Under current conditions, crossing with young children feels intimidating, and as my children grow older, I would be uncomfortable allowing them to cross Grand independently. This concern extends beyond my household; families cross Grand to access Roosevelt Elementary, and older students regularly use transit along this corridor to reach their schools. The current roadway configuration does not support safe independence for youth, which should be a key consideration in a residential neighborhood.

As a transit user, the northbound Route 4 stop at Grand & 18th is one of the most uncomfortable and constrained locations along my commute. The shelter is immediately adjacent to the travel lanes, offering little separation from moving traffic. This proximity is especially problematic when waiting with children and during winter conditions. Snow and slush are routinely splashed into the shelter by passing vehicles, making the stop difficult to use and discouraging transit ridership. There is no buffer space and no margin for error should a vehicle drift or lose control. Option 1 would introduce meaningful separation between transit users and moving vehicles, improving safety, usability, and comfort year-round.

I do not believe congestion is a meaningful concern on this segment of Grand. Traffic volumes appear well within the functional capacity of a three-lane configuration, and the marginal benefit of maintaining four travel lanes does not outweigh the safety, comfort, and predictability gained through Option 1. This corridor functions as a neighborhood connector, and its design should reflect the residential context and the diverse users who rely on it daily.

If the City is seeking opportunities to further strengthen Option 1, I would encourage consideration of dedicated bicycle lanes. Currently, Grand Boulevard does not provide a comfortable environment for most cyclists, and formal bicycle infrastructure would expand mobility options while reinforcing appropriate operating speeds. Any bicycle facilities should, of course, connect logically to the broader bicycle network to maximize their effectiveness.

Finally, regardless of which option the City selects - or even if no restriping ultimately occurs - I strongly encourage further improvements to the pedestrian crossing at Grand & 18th. While the existing Pedestrian Hybrid Beacon offers some benefit, daily observation shows frequent driver confusion and inconsistent compliance. There is evidence that converting a PHB to a full midblock

pedestrian signal (MPS) can improve driver understanding and pedestrian safety, particularly at crossings that serve transit stops, families, and school-age users.

In summary, Option 1 meaningfully improves safety, predictability, and comfort for drivers, pedestrians, and transit users without creating undue congestion. It reflects best practices in context-sensitive street design and aligns with the lived experience of residents who rely on Grand Boulevard every day. I strongly urge the City to move forward with this option and to continue prioritizing safety-focused, multimodal design decisions for this corridor.

Thank you for your time and consideration.

Sincerely,

Brandon Dewey
323 E 17th Ave
Spokane, WA 99203
406-218-8285

King, Emily

From: Brenda Strange <brenstr@yahoo.com>
Sent: Monday, February 2, 2026 12:09 PM
To: Transportation Commission
Subject: Grand Blvd

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I strongly oppose reducing Grand Blvd to one lane each way. Spokane is getting bigger and growing all the time. Reducing the lanes will not help traffic. I have got caught on Sprague behind a bus for several minutes. What would help is widening the lanes by taking off a little bit along Manito Park and making the lanes wider. We already have a 20mph zone with a big crosswalk at the park. I use Grand Blvd every day.

Thank you.
Brenda Strange
concerned resident

King, Emily

From: Note, Inga
Sent: Monday, February 2, 2026 12:43 PM
To: Transportation Commission
Subject: FW: Grand restriping

For the packet.
And I responded to his questions.

From: nigelgeopololo <nigel.geopololo@gmail.com>
Sent: Monday, February 2, 2026 11:38 AM
To: Note, Inga <inote@spokanecity.org>
Subject: Grand restriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi igna

Thank you so much for putting on the Grand restriping event last Tuesday at the church.
I have one important question regarding cycling Lanes that was not addressed. Based on the 40-ft width would there not be space keeping 10-ft Lanes three wide for bike Lanes on either side? (Please feel free to forward that question to John Snyder, who seemed to be the advocate in the room for sustainable travel alternatives)

Is there some rule (dot/WA State standard) when you restripe that you must have larger Lanes? (The 11 and 12-ft Lanes proposed in the three-lane concept)

I was also the person who mentioned removing the traffic light at 25th. My real question is why is 25th and arterial between Grand and Bernard?

Anyhow keep up the good work.

And I have one point of contention that the 2.3% grade upslope headed south at 20 mph is likely not going to delay a tractor trailer like sunset Hill. If it does that truck's going to have issues many places in the city beyond Grand.

All my best.

Nigel

King, Emily

From: Kathryn Sheffield <kathrynsheffield@gmail.com>
Sent: Monday, February 2, 2026 8:31 AM
To: Transportation Commission
Subject: Re: Proposed Grand Restriping

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Committee Members

I read of the proposed Grand restriping in the paper this morning. I live in the Rockwood area and daily use Grand to commute downtown. I agree the traffic is terrible. I am very concerned that a restriping with lane reduction will force traffic into surrounding neighborhoods. Because of where I live I often also use Rockwood to commute downtown. This route already feels like a mini freeway with drivers regularly surpassing speeds of 40+ mph on a curvy strictly residential street. alternative routes (aka Southeast to Perry) are already backlogged and most pass directly by schools and are already struggling with speeding. The driver aggression is already at a high in Spokane and reducing lanes will only make drivers MORE aggressive.

Please do not reduce the lanes on Grand. I believe the impact on driving on Grand as well as neighborhood streets will be significantly worsened by lane reduction.

Thank you for your consideration.

Kathryn Sheffield
1522 E Woodcliff Rd, Spokane, WA 99203

King, Emily

From: Ryan Drobny <ryan.drobny@gmail.com>
Sent: Wednesday, February 4, 2026 11:41 AM
To: Transportation Commission
Subject: Grand blvd restriping project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning,

I am a resident who lives on Grand Blvd between 18th and 19th—the specific stretch of roadway currently under consideration for restriping.

I was unable to attend the recent South Hill public meeting and wanted to share several concerns that I worry may not be fully reflected in the current discussion.

Much of the safety rationale I've seen focuses on pedestrian exposure (number of lanes to cross) and reductions in overall vehicle crashes. Is there data available specifically on pedestrian–vehicle collisions along this corridor? That information would be helpful in understanding the safety tradeoffs being considered.

While I generally believe the three-lane design (Option 1) is preferable, I have seen little discussion of how increased vehicle delay—particularly during peak hours—may affect safety. Currently, right-hand turns onto Grand Blvd can already be difficult due to slower speeds and steady traffic volumes that leave few gaps. In addition, much of the boulevard is lined with mature trees beyond the sidewalk, which significantly limits sightlines for drivers entering the roadway.

Because vehicles exiting driveways must cross the sidewalk before merging into traffic, I am concerned that a redesign which increases traffic density without addressing spacing or flow during peak periods could unintentionally increase risk for pedestrians. Reduced visibility combined with longer delays may lead to more hurried or riskier maneuvers when drivers finally attempt to enter the roadway.

I also want to note the absence of bike lanes in the proposed designs. While I understand the decision not to design Grand Blvd as a bike route, bicyclists do currently use this corridor and will continue to do so regardless of the final design. Because of this, it would be helpful to understand how cyclist visibility and interaction with vehicle traffic are being considered. At present, cyclists often ride in the right-hand lane; under a three-lane configuration, they may be forced to merge into the single through lane. What driver behavior is being assumed in this scenario? For example, is there concern that impatient drivers may attempt to pass slower-moving cyclists using the center turn lane?

Relatedly, one of the identified “cons” of the three-lane design is that uphill traffic would no longer be able to pass slower-moving freight vehicles. Given that the posted speed limit in this area is 20 to 30 mph, I question whether passing should be occurring at all. I am disappointed by how little attention seems to be given to vehicle speed as a primary contributor to safety concerns. High speeds, rather than lane configuration alone, seem likely to be a significant underlying factor in both pedestrian and cyclist risk.

Finally, I have questions about the northern extent of the project. The restriping currently ends at 14th Avenue, yet the area around Grand and 13th is designated as a Neighborhood Center. Given that one of the core purposes of a Neighborhood Center is to support walkability and pedestrian access, I am unclear why this section of Grand would remain a four-lane configuration that is difficult to cross on foot. It would be helpful to understand how this design choice aligns with the goals of the Neighborhood Center designation.

In addition, because the project does extend to 14th Avenue, I would encourage reconsideration of the intersection at Grand and 14th. This intersection is notorious for the odd angle at which the roads intersect, which makes left turns particularly challenging. Drivers attempting left-hand turns onto 14th must yield to oncoming traffic that is difficult to see until the last moment due to the geometry, making it difficult to judge gaps safely. I believe this intersection would benefit from additional consideration, potentially including dedicated turn lanes and/or turn signals for traffic turning onto 14th, especially coming from the south on Grand.

I appreciate the work being done to improve safety on Grand Blvd and hope these considerations can be incorporated into the evaluation of the proposed designs.

Thank you for your time and attention.

Sincerely,
Ryan Drobny

King, Emily

From: Robert Horrocks <bhorrocks065@gmail.com>
Sent: Wednesday, February 4, 2026 4:27 PM
To: Transportation Commission
Subject: Grand Blvd

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am opposed to changing the striping from what is existing.

The backed up traffic that will occur during morning rush hour and evening rush hour is not acceptable. Plus a cyclist going North or a bus stopped, currently can be passed by a vehicle in the inside lane, making it safer for all.

Sincerely

Robert Horrocks

Sent from my iPhone

King, Emily

From: Brisendine, Brian
Sent: Monday, February 9, 2026 10:28 AM
To: spokanekatie@icloud.com
Cc: Kathleen Wagner; Transportation Commission
Subject: RE: Restripping Grand Blvd.

Hello Katie,

Thank you for the response, I've forwarded this to the Transportation Commission for their file.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

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

From: spokanekatie@icloud.com <spokanekatie@icloud.com>
Sent: Thursday, February 5, 2026 21:43
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Cc: Kathleen Wagner <spokanecasakatie@gmail.com>
Subject: Restripping Grand Blvd.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Brian,

I have lived at 28th on Lamonte St for the past 44 years. I have driven Grand Blvd nearly everyday during that time period. I see nothing wrong with it the way it is. To cut it down to 2 lanes and a center turning lane will just congest those 2 lanes. Buses stopped will delay traffic. There is enough traffic to warrant 4 lanes. I have NEVER seen or heard of rear end collisions on that stretch. I turn off and on it daily as I don't tend to use 29th Av. I think this is an incredible WASTE of tax payers money. There are enough pot holes in this city to float a boat. FIX THOSE!!! Try driving on 25th Ave between Tekoa & Manito! I do that very often too, and I'm sure my alignment is off because of it. We have some of the worst pot holes in the state.

The problem I see on that stretch of street is the speeders by the park. I also think there should be a sign before the street at the S end of the park (can't recall which street, it has the huge White House on the SW corner. Years ago a woman was hit and killed there as the rise of the hill obscures vision of pedestrians, as I recall it was dark when she attempted to cross Grand.

My kids used to cross at 25th to go to and from Hutton School, it was a nightmare, this was before the NO TURNS ON RED sign was posted.

I was unable to attend the mtg on Jan 27th, so am not sure what transpired. I'm interested to know.

Thanks for your consideration of my input.

Sincerely,

Katie Wagner

King, Emily

From: Brisendine, Brian
Sent: Tuesday, February 10, 2026 1:38 PM
To: King, Emily
Subject: FW: Grand Blvd open house
Attachments: SpeedLimits2023-32x36.pdf

Emily,

Can you add this email chain to the agenda packet, as well as the attached PDF?



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Brisendine, Brian
Sent: Monday, February 9, 2026 13:40
To: Bjordahl, Mike <mbjordahl@spokanecity.org>
Cc: Picanco, Kevin <kpicanco@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Note, Inga <inote@spokanecity.org>
Subject: RE: Grand Blvd open house

Mike,

1. Not that I'm aware of.
2. Jon mentions this in the email chain below, but STA's policy is to avoid bus pullouts because they delay buses by requiring them to find a gap in traffic to pull out into the street
3. Traffic counts were collected in 2018 at 20th Ave (14 217 veh/d), 2023 at 16th Ave (15 455 veh/d), and also in 2023 at 26th Ave (14 079 veh/d). The only side streets with counts are 17th Ave from Grand to Rockwood in 2023 (851 veh/d) and 25th from Bernard to Grand in 2023 (981 veh/d). 14th Ave from Bernard to Grand in 2023 had 3284 veh/d.
4. See attached for PDF of the speed limit map – it's dated 2023-01-09 but the speeds around Grand Blvd are still current to my knowledge
5. Yes, I've been receiving a lot of comments which I've forwarded to eratranscom@spokanecity.org to have included in the agenda packet, along with comments that were sent directly to that email.



Brian Brisendine, EIT (he/him) | City of Spokane | Associate Traffic Engineer

509.625.6732 | M-Th 7:00am-5:30pm (PST/PDT)

The City of Spokane is required to comply with the Public Records Act (RCW 42.56). The information exchanged via email, including personal information, may ultimately be subject to disclosure as a public record.

From: Snyder, Jon <jsnyder@spokanecity.org>
Sent: Monday, February 9, 2026 08:57
To: Note, Inga <inote@spokanecity.org>; Brisendine, Brian <bbrisendine@spokanecity.org>
Cc: Picanco, Kevin <kpicanco@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>
Subject: RE: Grand Blvd open house

I should have said 1, 3, and 4.



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

From: Note, Inga <inote@spokanecity.org>
Sent: Monday, February 9, 2026 8:50 AM
To: Brisendine, Brian <bbrisendine@spokanecity.org>
Cc: Snyder, Jon <jsnyder@spokanecity.org>; Picanco, Kevin <kpicanco@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>
Subject: RE: Grand Blvd open house

Brian,
Can you work on responses to the questions?
Thanks
Inga

From: Snyder, Jon <jsnyder@spokanecity.org>
Sent: Friday, February 6, 2026 3:37 PM
To: Note, Inga <inote@spokanecity.org>; Picanco, Kevin <kpicanco@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>
Subject: FW: Grand Blvd open house

See below. I think the answer to #2 is that STA, as a matter of policy, doesn't do bus pullouts anymore. Question #5 will be handled in the packet for the meeting. Do any of you have something I could send him on questions #1, #3, and #5?



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

From: Bjordahl, Mike <mbjordahl@spokanecity.org>
Sent: Friday, February 6, 2026 3:30 PM
To: Snyder, Jon <jsnyder@spokanecity.org>
Cc: BDS Admin <erabdsadmin@spokanecity.org>
Subject: Re: Grand Blvd open house

Hi Jon, a few questions I have on the Grand Blvd Restriping project:

1. Have we done any actual travel time studies on Grand in the project vicinity (not the travel times from Synchro)? If so, can I get a copy?
2. Does the STA have any bus pullouts on any arterials besides Division/Browne? I know they aren't a possibility on Grand but I'd like to have a little background on any existing pullouts.
3. Any chance I could get the latest traffic counts that we've taken in the project vicinity? On Grand from 13th to 30th; also on the side streets a block east or west of the same stretch on Grand.
4. Can I get a copy of the City's speed limit map? I think I got one a few years ago while I was working for WSDOT.
5. Have we gotten a lot of response on this project? I'm assuming we have.

I'd like to be as prepared as possible if this comes to a vote.

Thanks!

Mike

From: BDS Admin <erabdsadmin@spokanecity.org>
Sent: Tuesday, January 27, 2026 1:15 PM
Subject: Grand Blvd open house

Commissioners,

If you are interested and available the open house for the Grand Ave restriping is happening tonight:

Tuesday, 1/27, 5:30PM, **St. Mark's Lutheran Church**
316 E. 24th Ave

[Grand Blvd. Restriping from 14th Ave. to 29th Ave. - City of Spokane, Washington](#)

We are likely to bring the Grand Ave restriping to you for a hearing and a vote in February.




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

Speed Limits and Zones within the City of Spokane

Speed Limit Legend

MPH
10
20
25
30
35
40
45
50
55
60
Private Road
Closed/Undeveloped
*Note: All Alleys 10MPH
School Zone
20 MPH When Flashing
20 MPH When Children Are Present

NOTE: THIS IS NOT A LEGAL DOCUMENT
 The Speed Limit Locations shown on this map are approximate and the information is subject to constant revision. This map should not be used to determine exact speed zone locations.



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

From: [Liza Mattana](#)
To: [Martin, Abigail M.](#)
Subject: Grand Blvd Traffic Calming
Date: Wednesday, January 28, 2026 6:04:03 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi there,

I went to the info meeting last night about Grand Blvd at St Mark's Church, but left early and didn't see where to send comments.

Can you please forward my email to the right folks?

I'm in support of reducing lanes on Grand, probably with a turn lane to allow for EMS to get around easier.

I love the changes on Monroe and Sprague and would love to see similar changes in my neighborhood.

Thanks
Elizabeth Mattana
453 W 26th Ave, Spokane, WA 99203

From: [Snyder, Jon](#)
To: [Martin, Abigail M.](#)
Cc: [Ramos, Virginia](#); [Grageda, Andres](#)
Subject: FW: Today's recommendations for Cycle 15
Date: Thursday, January 15, 2026 12:06:01 PM
Attachments: [image001.png](#)

FYI:



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

From: mmcspo <mmcspo@yahoo.com>
Sent: Thursday, January 15, 2026 11:49 AM
To: Snyder, Jon <jsnyder@spokanecity.org>
Cc: gshipley@gmail.com; Winger, Clifford <cwinger@spokanecity.org>
Subject: Today's recommendations for Cycle 15

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Transportation Commission members:

As the chair of the Manito/Cannon Hill Neighborhood Council, I have sent a letter earlier and often expressed, on our council's behalf, that we remain in support of all our council's traffic calming priorities included in the Dow report. Chief among those priorities is our request to right size Grand Blvd (17th thru 29th) but also 9th to 17th and beyond 29th in order to calm traffic. This should include considerations for all modes of travel, including bikers and pedestrians. Right now it is hazardous for bikers and pedestrians too considering no bike lanes and Grand's proximity to the sidewalks. It is very uncomfortable to walk along Grand....a boulevard with traffic going way too fast. Reach out and touch a car.

As I pointed out in my earlier letter, in September a woman "flying" north down Grand in a 20 mile zone, plowed over the Grand and 17th sign and knocked over a telephone pole. 17th and Grand is the point where the speed zone changes from 20 to 30 mph, near the Manito Park entrance. She was going neither! She was lucky she only hurt herself and didn't injure or kill someone else. This may be a somewhat extreme example but daily the cars fly by with the sign at the park flashing "slow down".

Please do something before someone is killed.

Thank you to your attention to this matter.

Mary M Winkes
Manito/Cannon Hill Neighborhood Council

Sent from my Verizon, Samsung Galaxy smartphone

Transportation Commission Public Comments

Received

1/21/2026 to

2/10/2026

King, Emily

From: Martin, Abigail M.
Sent: Friday, January 23, 2026 11:56 AM
To: Transportation Commission; Snyder, Jon
Subject: FW: Draft Resolution for Comprehensive Traffic Calming on High Drive
Attachments: RESOLUTION_ COMPREHENSIVE TRAFFIC CALMING ON HIGH DRIVE - Google Docs.pdf

Hi Emily,

This is from the Comstock Neighborhood Council-

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: Jeffrey Mergler <jeffreymergler@gmail.com>
Sent: Wednesday, January 21, 2026 4:33 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Cc: J and E Goldsmith <goldsmithteam@msn.com>
Subject: Draft Resolution for Comprehensive Traffic Calming on High Drive

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Bonjour Abby!

We've had an ongoing problem with speeding and late night drag racing on High Drive and W 29th Ave for a few years now. It's a serious safety concern for neighborhood residents and a nuisance for those living on or near High Drive. I live on the 400 block of W 37th and was personally awakened numerous times last summer by loud cars and motorcycles racing at all hours of the morning.

In response, Elizabeth and I are organizing a neighborhood council resolution to present to the Transportation Commission in the near future. The resolution in its current draft form contains some specific asks. However we are trying to be very aware of possible objections so the requests are:

-Be budget-conscious and feature adaptive designs from the start

-Design any speed reduction measures to easily allow the Spokane Fire Department to bypass them, ensuring sensitivity to emergency vehicle needs.

-Look elsewhere in the US and Europe to see what other cities have done to address this issue rather than reinvent or worse request designs that are inappropriate for the application (roundabouts for speed control being the most recent example).

We value your input. I would love any feedback you'd like to offer on either our approach to the problem or on the attached draft resolution.

Regards,
Jeff Mergler
Comstock Neighborhood Council, Vice Chair.



Comstock Neighborhood Council

Resolution No. 2026-01

COMPREHENSIVE TRAFFIC CALMING ON HIGH DRIVE

WHEREAS, the stretch of High Drive between Grand Avenue and 29th Street ("High Drive Safety Corridor") serves as a critical arterial for the Comstock Neighborhood, a primary access point to the High Drive Bluff parkland and trail system, and a popular viewpoint for sunsets and community observation; and

WHEREAS, there has been a noticeable increase in traffic volume on the Corridor due to population growth in the Latah Valley and areas south of the Comstock neighborhood, with significant additional growth anticipated to place further burden on this infrastructure; and

WHEREAS, the current Corridor geometry and pavement quality encourage speeds significantly in excess of the posted **30 mph** limit, creating a "raceway" environment that endangers pedestrians, cyclists, motorists, and local residents; and

WHEREAS, repetitive, late-night drag racing involving both automobiles and motorcycles has become a recurring public safety hazard and a noise nuisance, undermining the quality of life in the Comstock Neighborhood; and

WHEREAS, Washington State law (**RCW 46.63.250**) allows for the expanded use of automated speed safety cameras in "Public Park Speed Zones" to provide 24/7 enforcement, and the neighborhood desires to explore this as a tool for citation-based enforcement rather than just information; and

WHEREAS, the Comstock neighborhood recognizes the significance of this Corridor as a primary emergency access route and is committed to collaborating with the emergency and public safety departments (e.g. **Spokane Fire Department (SFD)** and **Spokane Police Department (SPD)** and **Spokane Transit Authority (STA)**) to ensure safety measures do not impede response times; and

WHEREAS, the Comstock neighborhood is aware of current municipal budgetary and staffing limitations and prefers "Adaptive Design" (Quick-Build) solutions as a cost-effective path toward permanent infrastructure.

THEREFORE, BE IT RESOLVED, that the Comstock Neighborhood Council formally requests the City of Spokane Department of Public Works and the Spokane

Transportation Commission to consider the following for the High Drive Safety Corridor:

1. Formal Designation & Automated Enforcement

- **Public Park Speed Zone:** Formally designate High Drive (29th to Grand) as a "Public Park Speed Zone" to trigger eligibility for automated safety tools.
- **Citation-Based Cameras:** Evaluate the placement of automated traffic safety speed cameras calibrated to issue citations, specifically targeting late-night excessive speeding and racing behavior (Comstock Neighborhood Council previously nominated this location for automated traffic safety speed cameras in a resolution dated January 19, 2023).

2. Vertical Deflection with Emergency Access Features

- **Progressive Speed Cushions:** Implement adaptive **Sinusoidal Speed Cushions** (S-curve profile) at mid-block straightaways. These have become more common devices used elsewhere in the US (e.g. Seattle, San Diego, Detroit and Austin) and they are ubiquitous in western Europe (e.g. France and Germany).
- **Fire Department Compatibility:** All vertical measures must utilize modular designs with "wheel-path gaps" to allow SFD fire engines and other emergency vehicles to straddle the cushions without significant delay.

3. Adaptive Pedestrian Safety

- **Quick-Build Bump-outs:** Utilize high-visibility **flexible delineator posts ("candlesticks")** and surface-applied paint to create curb extensions at the intersections of **High Drive & W 33rd, High Drive & W 37th Ave, High Drive & S Bernard Ave and High Drive and S Manito Blvd.**
- **Visual Lane Narrowing:** Use these adaptive elements to narrow the perceived roadway width, naturally reducing speeds while protecting pedestrian crossing zones accessing the Bluff trails.

BE IT FURTHER RESOLVED, that the Comstock Neighborhood Council requests these measures be prioritized for the **2026 "Safe Streets for All" (Cycle 13)** budget to address immediate safety concerns while long-term permanent reconstruction is planned.

ADOPTED by the Comstock Neighborhood Council on this xx day of xxx, 2026.

Signed: _____ Date: _____

FACT SHEET: Sinusoidal Speed Cushions

Technical Supplement to Comstock Resolution No. 2026-01

1. The Physics of Vertical Deflection

Standard speed humps (trapezoidal) create a sudden vertical "jerk" regardless of speed, which causes noise and vehicle wear. In contrast, the **Sinusoidal Profile** (an "S" curve) is designed based on the principles of harmonic motion.

- **At 30 mph (Compliance):** The vertical acceleration (a_z) is gradual. The vehicle's suspension stays within its "linear range," meaning a smooth ride for law-abiding neighbors and transit passengers.
- **At 40+ mph (Violation):** Vertical force increases with the **square of the velocity** $8.847(v^2)$. Because of the specific curvature, a vehicle traveling at 40 mph experiences nearly **double** the vertical displacement force, creating a severe jolt that discourages drag racing and high-speed transit.

2. Emergency Response: The "Straddle" Design

The primary concern for the **Spokane Fire Department (SFD)** is response time. This proposal specifies a "Cushion" array rather than a continuous "Table."

- **Fire Engine Compatibility:** The cushions are spaced with a **72-inch clear gap**. A standard SFD Engine has a wide wheel-track that allows it to "straddle" the cushions entirely. This allows emergency vehicles to maintain speed without jarring sensitive medical equipment or damaging heavy axles.
- **Passenger Car Enforcement:** Because modern passenger cars and motorcycles have narrower wheel-bases, they *cannot* straddle the gaps. At least one set of tires must engage the sinusoidal curve, forcing the desired speed reduction.

3. Adaptive Design: The "Candlestick" (Flex-Post) Utility

To ensure immediate implementation under "Cycle 13" funding, we propose **Adaptive Bump-outs** using flexible delineator posts.

- **Visibility:** These vertical markers provide a critical visual "gateway" for motorists, signaling the transition into a high-pedestrian safety zone.
- **Crash Safety:** Unlike concrete curbs, these "candlesticks" are "impact-recovery" devices. They can be struck by a vehicle without causing a collision or damaging the vehicle, yet they provide the psychological "narrowing" effect that naturally slows traffic.

4. Cost-Benefit Analysis

Feature	Traditional Concrete Hump	Sinusoidal Adaptive Cushion
Noise Level	High ("Thump-Thump")	Low (Silent at 30 mph)
Fire Dept Impact	3–5 sec delay	0 sec delay (Straddle-able)
Install Time	3–5 Days	4–6 Hours
Est. Cost	\$25,000+	\$6,000 - \$9,000

King, Emily

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Tuesday, January 27, 2026 4:21 PM
To: King, Emily
Subject: Re: Public Comment Automated Traffic Camera Expansion 1/21 Clarification

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Emily:

I went back and re-read my comment, and see that I wasn't super clear about the last paragraph between where my comment ended (in italics) and where the rest of my email conversation began. For clarity, I've gone ahead and included the comment again as a standalone.

Thanks again!

Brian

Good afternoon Commissioners. Brian Muegge here, West Central Neighborhood Council's Chair of the Traffic Safety Committee. Thanks for taking the time to hear my comment today.

I want to speak in support of expanding the city's automated traffic camera program to include the North Ash and North Maple corridor immediately adjacent to the Maple Street Bridge, and ideally on both the northbound and southbound approaches to the bridge itself.

As outlined in the committee's agenda packet today, Spokane is preparing to add new general speed cameras for the first time in several years, with sites selected through an equity matrix and aligned with Vision Zero goal. However, not all of the proposed locations currently capture the city's most critical high-speed transition zones.

The Maple Street Bridge functions as an urban highway, funneling regional traffic directly into dense residential neighborhoods, including West Central. Speeds routinely increase on the bridge far above the already unusually high 40 mph limit for a city arterial, and the speed carries on directly into neighborhood streets, creating an outsized safety risk for pedestrians, cyclists, and nearby residents. The traffic speeds and unregulated loud car exhausts also produce an immense amount of noise pollution that echoes off of the Spokane river riparian area below.

What makes this corridor especially appropriate for camera enforcement is that it is:

- A known speed-transition zone
- Immediately adjacent to housing, sidewalks, TEC Bryant School, and other neighborhood access points
- A location where traditional enforcement is difficult, but automated enforcement could be an excellent fit.

Expanding enforcement to the Maple/Ash corridor would be a data-driven, equitable application of that policy, not a punitive one - and if I'm not mistaken, would generate revenue that could be reinvested directly into improving traffic safety rather than a general city fund.

To add briefly a recent and dangerous example, the southbound entrance of the maple street bridge was the location just last week of a car that lost control at a high rate of speed and crossed over the new median on N

Ash right in front of TEC Bryant school. 3 different traffic signs had to be fixed by streets that were damaged in the incident, and thankfully no children were nearby at the time. Had this happened during school hours, that could have been a deadly accident, but hopefully preventable with speed calming infrastructure such automated speed cameras in place.

As the City works through Municipal Court capacity constraints, I urge the Commission to explicitly recommend adding the Maple Street Bridge and its immediate approaches to the priority list for the next phase of deployment. Thank you for your time.

*Brian Antonio Muegge (Pronounced "MEG-e")
Gonzaga University 16' - Go Zags!
Cell: 509-508-1563*

On Mon, Jan 26, 2026 at 1:35 PM King, Emily <eking@spokanecity.org> wrote:

Thanks for your comment, Brian! I will include this with the public comment in next month's packet.



Emily King | Office Clerk Specialist | Planning & Economic Development

Direct 509.625.6043 | Main line 509.625.6500 | eking@spokanecity.org | my.spokanecity.org



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

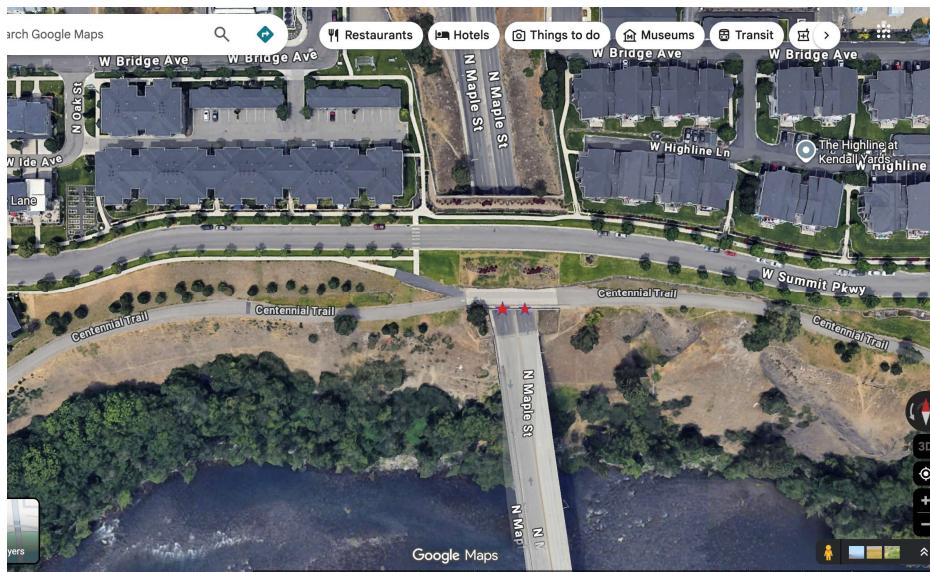
From: Brian Muegge <brianamuegge@gmail.com>
Sent: Monday, January 26, 2026 9:43 AM
To: King, Emily <eking@spokanecity.org>
Cc: Liz Marlin <marlin.elizabeth@gmail.com>; Groe, Amber <agroe@spokanecity.org>; Snyder, Jon <jsnyder@spokanecity.org>; Pangborn, Lauren <lpangborn@spokanecity.org>; Shipley, Grant <gshipley@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Public Comment Automated Traffic Camera Expansion 1/21 Clarification

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Emily, Lauren, Grant, and others:

Hope the morning is going well! I wanted to share my public comment from the Transportation Commission meeting last week via email, as well as provide a bit more detail as to the proposed location of an automated traffic camera on the N Ash N Maple Corridor I was proposing.

I believe it was Grant who asked the follow up question as to where exactly I was proposing that expansion, so I went ahead and included a photo below of where I believe the best placement of these cameras would be - on the underside of the centennial trail overpass, placed on both the Northbound and Southbound sides of the N Ash/N Maple. To me, this is where cars pick up a substantial amount of speed on both sides of traffic, and seems like the most efficient placement of these cameras. I've included a screenshot below of where I'm describing the placement, marked by the red stars.



In lieu of our neighborhood not having any traffic calming projects passed in Cycle 14 for this stretch of the N Ash/N Maple corridor, this would be a great, cost-effective way to immediately improve traffic calming on the bridge as cars enter our neighborhood.

Below is my testimony as well, for a digital record perspective.

Good afternoon Commissioners. Brian Muegge here, West Central Neighborhood Council's Chair of the Traffic Safety Committee. Thanks for taking the time to hear my comment today.

I want to speak in support of expanding the city's automated traffic camera program to include the North Ash and North Maple corridor immediately adjacent to the Maple Street Bridge, and ideally on both the northbound and southbound approaches to the bridge itself.

As outlined in the committee's agenda packet today, Spokane is preparing to add new general speed cameras for the first time in several years, with sites selected through an equity matrix and aligned with Vision Zero goal. However, not all of the proposed locations currently capture the city's most critical high-speed transition zones.

The Maple Street Bridge functions as an urban highway, funneling regional traffic directly into dense residential neighborhoods, including West Central. Speeds routinely increase on the bridge far above the already unusually high 40 mph limit for a city arterial, and the speed carries on directly into neighborhood streets, creating an outsized safety risk for pedestrians, cyclists, and nearby residents. The traffic speeds and unregulated loud car exhausts also produce an immense amount of noise pollution that echoes off of the Spokane river riparian area below.

What makes this corridor especially appropriate for camera enforcement is that it is:

-
-
-
-
-
- *A known speed-transition zone*
-
-
-
- *Immediately adjacent to housing, sidewalks, TEC Bryant School, and other neighborhood access points*
-
-
-
- *A location where traditional enforcement is difficult, but automated enforcement could*
- *be an excellent fit.*
-

Expanding enforcement to the Maple/Ash corridor would be a data-driven, equitable application of that policy, not a punitive one - and if I'm not mistaken, would generate revenue that could be reinvested directly into improving traffic safety rather than a general city fund.

To add briefly a recent and dangerous example, the southbound entrance of the maple street bridge was the location just last week of a car that lost control at a high rate of speed and crossed over the new median on N Ash right in front of TEC Bryant school. 3 different traffic signs had to be fixed by streets that were damaged in the incident, and thankfully no children were nearby at the time. Had this happened during school hours, that could have been a deadly accident, but hopefully preventable with speed calming infrastructure such automated speed cameras in place.

As the City works through Municipal Court capacity constraints, I urge the Commission to explicitly recommend adding the Maple Street Bridge and its immediate approaches to the priority list for the next phase of deployment. Thank you for your time. I'd be happy to work further with the city and transportation commission to assist on this, and would greatly appreciate transparent communication from the city to our neighborhood council during this process. Thanks and have a great afternoon!

Brian

Brian Antonio Muegge (Pronounced "MEG-e")

Gonzaga University 16' - Go Zags!

King, Emily

From: Martin, Abigail M.
Sent: Wednesday, February 4, 2026 8:47 AM
To: ANDREW HOYE; Kropp, Paul
Cc: Note, Inga; Snyder, Jon; Transportation Commission
Subject: RE: Southgate RRFB Location change request

Good morning, Andy,

In the months since the change request was submitted through the Southgate Neighborhood Council, the project proposal has been referred to as 37th and Crestline as opposed to 37th and Napa.

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: ANDREW HOYE <ahoye@comcast.net>
Sent: Wednesday, February 4, 2026 5:28 AM
To: Martin, Abigail M. <ammartin@spokanecity.org>; Kropp, Paul <pkropp@fastmail.fm>; ANDREW HOYE <ahoye@comcast.net>
Subject: RE: Southgate RRFB Location change request

[CAUTION - EXTERNAL EMAIL - Verify Sender]

AbbEy -

What was the result of this?

Thanks,

Andie

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

On 09/12/2025 11:58 AM PDT Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Thank you so much, Andy 😊

I'm taking your submission to Transportation Commission for Wednesday.

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

From: [Yahoo](#)
To: [Martin, Abigail M.](#)
Subject: Traffic calming
Date: Friday, January 16, 2026 9:10:53 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I was just curious if there was any plans in the future, or any study on Grove Street between 14th Ave and Sumner Avenue. I think it's a stretch of road that would benefit from changes that have been seen elsewhere in the city where there is a barrier between the street and sidewalk, or a bike lane there and the roadway is narrowed down to two lanes and a turn lane. Turning left onto 14th is a pain when headed south on Grove since you have to pull way out into the intersection to see oncoming cars due to the curve as it turns into Bernard. It also narrows down real quickly after the intersection to one lane right after you passed through 14th. It's an odd section of roadway. Just wondering if it's on the city's agenda anywhere as I didn't find anything online that it was. Thanks,

Morgan Hyslop

Sent from my iPhone

From: [Nick LaPlante](#)
To: [Martin, Abigail M.](#)
Cc: [Harris, Clint E.](#); [Hamlin, Heather](#)
Subject: Re: Street Safety Issue — South Arthur Street from 29th to 37th
Date: Tuesday, January 20, 2026 5:25:48 PM
Attachments: [image002.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks Abbey and Clint for the notes and added information! I'll look through the agenda and try to tune in if I'm able.

Heather, I've passed a request to the Comstock Neighborhood council to apply for a mobile speed feedback trailer on S Arthur! I'll keep working with them to help get that submitted.

Cheers,
Nick

On Fri, Jan 16, 2026 at 2:13 PM Martin, Abigail M. <ammartin@spokanecity.org> wrote:

Thanks, Clint, and good afternoon, Nick!

I remember us corresponding last fall when you and your neighborhood submitted concerns about traffic calming in Comstock.

Attached you'll find our hoped for plan for 2026 that the Transportation Commission will be discussing this coming Wednesday at 4pm. The agenda is available online under Agendas, and the link on the front page will take you to the meeting virtually if you're interested in participating/tuning in.

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

Additionally, Heather Hamlin, CCd, leads our Neighborhood Services department and her team is in charge of applications for mobile speed feedback trailers and they'll be available soon so your timing is excellent!

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: Harris, Clint E. <ceharris@spokanecity.org>

Sent: Friday, January 16, 2026 12:23 PM

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

Subject: RE: Street Safety Issue — South Arthur Street from 29th to 37th

Hi Nick – I have copied the link for the Traffic Calming web-page in case you are not aware of it with lots of information about the program.

I have also copied in Abbey who is the contact for the program who could better speak to the initiatives for 2026.

[Neighborhood Traffic Calming Program - City of Spokane, Washington](#)

Thank you for reaching out. Take care.

Clint Harris | City of Spokane | Director - Streets

Office 509-625-7744 Cell 509-688-5978

ceharris@spokanecity.org



From: Nick LaPlante <nicholasrlaplante@gmail.com>
Sent: Friday, January 16, 2026 10:53 AM
To: Harris, Clint E. <ceharris@spokanecity.org>
Subject: Re: Street Safety Issue — South Arthur Street from 29th to 37th

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Clint -

Happy New Year!

I've just reached out to the Comstock Neighborhood Council to request a Mobile Speed Trailer be placed on Arthur this year—are there any other initiatives that you know of for traffic calming that are new for 2026?

Thanks,

Nick

On Thu, Oct 23, 2025 at 3:52 PM Nick LaPlante <nicholasrlaplante@gmail.com> wrote:

Hi Clint -

I appreciate the note!

Thanks for passing the information on. I'll coordinate with the Comstock council again to see what we can do to help improve the street.

Cheers,

Nick

On Fri, Oct 17, 2025 at 1:57 PM Harris, Clint E. <ceharris@spokanecity.org> wrote:

Hi Nick – That is not a good way to begin the morning and I am glad to hear no one was injured.

For traffic calming requests there is a program where you can take these requests to your neighborhood council and they can take them forward to be considered for projects to make changes.

This is the link for information about the neighborhood councils if you are not familiar with them.

[Neighborhood Councils - City of Spokane, Washington](#)

I will share this information from your email with the staff who are involved with the traffic calming requests from the neighborhoods.

Looking at the pictures online I can see some sight distance problems on the corners from the vegetation that is not helpful and will turn that into Code Enforcement to look into.

Thanks

Clint Harris | City of Spokane | Director - Streets

Office 509-625-7744 Cell 509-688-5978

ceharris@spokanecity.org



From: Nick LaPlante <nicholasrvlaplante@gmail.com>
Sent: Friday, October 17, 2025 11:34 AM
To: Harris, Clint E. <ceharris@spokanecity.org>
Subject: Re: Street Safety Issue — South Arthur Street from 29th to 37th

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Clint -

There was another bad accident this morning at 32nd and Arthur. The car going eastbound on 32nd ended up hitting and partially breaking the power pole on the sidewalk- it's being replaced right now by Avista. The drivers weren't hurt, but both cars had substantial damages. It was at about 8 am. If there had been any pedestrians around they could have been impacted.

Again, I'd love to see roundabouts installed like at 43rd and S Arthur / Conklin / Ivory... I think it would make the street much safer by forcing traffic to slow and yield from both directions.

Please let me know if you need more details or photos.

Nick

On Tue, Sep 9, 2025 at 5:31 PM Nick LaPlante <nicholasrvlaplante@gmail.com> wrote:

Hi Clint -

South Arthur street, from 29th to 37th, is a residential street that could be dramatically improved with intervention.

Currently, there is a string of 5 uncontrolled intersections on Arthur, with a majority of drivers illegally driving through the intersections without yielding or slowing. I've personally seen 2 t-bone accidents here in the past ~ year where the cars end up either on lawns or the sidewalk. Most recently, my daughter and I were walking and if we'd been one block farther ahead, could have easily been hit by the car that was hit onto the curb. Anecdotally, I would estimate that most cars are not obeying the 25 mph residential speed limit as well.

I'd love to see some simple roundabouts installed to slow traffic and allow for a safer environment for pedestrians and cyclists. Arthur is also a designated bike street, and only has 1 sidewalk. In general, the level and speed of car traffic on the street is uncomfortable.

Thanks for taking the time to read through my note! Please let me know if you'd like any other information - I've talked to the Comstock Neighborhood Council and will also alert Crime Check if I see other accidents etc.

Nick LaPlante

From: [Rae-Lynn Barden](#)
To: [Harris, Clint E.](#)
Cc: [Martin, Abigail M.](#); [Dillon, Paul](#); [Telis, Kate](#); [Ramos, Virginia](#)
Subject: Re: Request for Assistance: Missing/Dead Street Sign Creating Safety Concern
Date: Sunday, January 18, 2026 10:08:42 AM
Attachments: [image004.png](#)
[image005.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you everyone for your prompt reply!

While I understand that this is technically a court, most drivers do not recognize that distinction, and the term “court” does not clearly communicate that the roadway ends. Approaching from the south, it is not apparent that the street is a dead end until a driver is already well into the roadway.

This is particularly concerning because we have children in the area who regularly scooter and ride bikes. Without a visible deterrent, vehicles often enter at higher speeds assuming it continues through, which increases safety risks for neighborhood kids.

While I understand the standards regarding visibility, from a practical and safety perspective the current conditions still create confusion for drivers unfamiliar with the area. Our request is based on prevention and safety rather than a technical deficiency.

I truly appreciate your consideration and hope this perspective can be factored into any future review.

Rae-Lynn Barden

On Tue, Jan 13, 2026 at 2:25 PM Harris, Clint E. <ceharris@spokanecity.org> wrote:

Hi Ms. Barden,

The request was reviewed by staff and below is the response.

- There are no records in the sign inventory of a Dead End Street sign at this location. This is a court and rarely would have a dead end sign.
- In our standards (G-92) we only sign if the end of the street is not visible, i.e. curves or too much distance. This is a 300' court with a straight view to the end.
- Looking at all the factors there is not a deficiency in signage at this location.

- In the original email, the citizen mentions that 18th and 19th have signs. This is correct, though those are Avenues, and you cannot see the end of the roads.

Thank you for making the request and communicating the concern.

Kind regards,

Office 509-625-7744 Cell 509-688-5978

ceharris@spokanecity.org



From: Martin, Abigail M. <ammartin@spokanecity.org>
Sent: Tuesday, January 13, 2026 1:50 PM
To: Rae-Lynn Barden <raelynrbarden@gmail.com>; Dillon, Paul <pdillon@spokanecity.org>
Cc: Telis, Kate <ktelis@spokanecity.org>; Ramos, Virginia <vramos@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>
Subject: RE: Request for Assistance: Missing/Dead Street Sign Creating Safety Concern

Hi Rae-Lynn,

The Street Department page (<https://my.spokanecity.org/streets/signs-and-lights/>) has information for how to report missing or damaged signs:

Signs & Markers

The Signs and Markers Division installs and maintains traffic signs and pavement markings within the City of Spokane.

If you know of missing or damaged traffic signs contact one of the following numbers:

- **City:** Street Department, 509.232.8803 or 509.625.7733 (hotline)

I would call the hotline first to report it, but I'll defer to Clint in the event he has more precise routing and information to offer.

Thank you for looking out for safety in 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: Rae-Lynn Barden <raelynnbarden@gmail.com>

Sent: Monday, January 12, 2026 7:36 AM

To: Dillon, Paul <pdillon@spokanecity.org>

Cc: Telis, Kate <ktelis@spokanecity.org>; Ramos, Virginia <vramos@spokanecity.org>; Harris, Clint E. <ceharris@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>

Subject: Re: Request for Assistance: Missing/Dead Street Sign Creating Safety Concern

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks again!!

Rae-Lynn

On Sun, Jan 11, 2026 at 9:40 PM Dillon, Paul <pdillon@spokanecity.org> wrote:

Thanks Rae-Lynn! Sorry to hear about this. Looping in Clint Harris, our streets director, and Abigail Martin from our council staff so we can dig in.

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: Rae-Lynn Barden <raelynnbarden@gmail.com>

Sent: Sunday, January 11, 2026 5:02 PM

To: Dillon, Paul <pdillon@spokanecity.org>; Telis, Kate <ktelis@spokanecity.org>

Cc: Ramos, Virginia <vramos@spokanecity.org>

Subject: Request for Assistance: Missing/Dead Street Sign Creating Safety Concern

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Council Members,

I am reaching out to request assistance with a neighborhood safety concern that has not been resolved through the 311 process. Our street is missing a “Dead End” sign, and despite submitting two separate 311 requests, the issue remains unaddressed. One request was redirected to the Traffic Calming Grant cycle, which will not occur for another year, and the other received no response.

This request does not appear to require the traffic calming process, as nearby streets on 19th and 18th already have the same signage installed (see attached photo). I am simply requesting the replacement of the missing sign to improve safety and prevent unnecessary traffic on our cul-de-sac. Drivers routinely come down our road at high speeds believing they can access Ray street (picture of my street sign attached as well). With the addition of the historical homes that were relocated to the neighborhood and the potential for more development I only see this issue to grow.

Thank you for your time and assistance.

Sincerely,

Rae-Lynn Barden, Lincoln Heights resident

--

Rae-Lynn Barden

--

Rae-Lynn Barden

From: [Diane Kruiswyk](#)
To: [Martin, Abigail M.](#)
Subject: RE: Traffic cameras
Date: Thursday, January 15, 2026 1:55:24 PM
Attachments: [Outlook-a5ezux3p.png](#)
[image001.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]



Diane Kruiswyk reacted to your message:

From: Martin, Abigail M. <ammartin@spokanecity.org>
Sent: Thursday, January 15, 2026 9:53:36 PM
To: Snyder, Jon <jsnyder@spokanecity.org>; White, Nicole <nwhite@spokanecity.org>
Cc: Diane Kruiswyk <DianeK@spokaneschools.org>
Subject: FW: Traffic cameras

Thanks for emailing, Diane.

I am forwarding your message to staff more directly involved with camera placement and prioritization. You're very kind to acknowledge the system moves slowly, but, I assure you, Logan student safety is a priority.

More to come-
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: Diane Kruiswyk <DianeK@spokaneschools.org>
Sent: Thursday, January 15, 2026 1:36 PM
To: Martin, Abigail M. <ammartin@spokanecity.org>
Subject: Traffic cameras

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abigail,

We spoke in the fall regarding getting cameras installed along Illinois and Hamilton by Logan. I am aware that the system moves slowly yet was wondering if there was any progress?
Thank you.

Diane L Kruiswyk

Principal Assistant ~ Logan Elementary

509-354-3434



From: [Tom Mosher](#)
To: [Telis, Kate](#)
Cc: [Martin, Abigail M.](#)
Subject: Re: Hazardous intersection-Ray St and SE Blvd and Rockwood South Hill retirement community
Date: Sunday, February 8, 2026 11:29:12 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Kate,

Thanks for your personal attention and involvement.

However, I have to admit I had a good chuckle. Although, at 83+ years, I am pretty adept at using my year-old iPhone, Apple watch and MacBook Air laptop, the average age of Rockwood residents is in the high 70s if not 80+. Many skills are limited to a mobile phone, many still with land lines. There may be some, but not many, who have a computer and have the skills to open a link and navigate to a form to express an opinion, citing details of something they saw or experienced. I feel phone calling is more likely to work for many at Rockwood, verses a link to a website which requires a computer, pad or mobile phone ... and the skill to use navigate the links and fill out forms.

That is why I have urged the Rockwood management to initiate some level of residents' expressed of overall concern to City officials, possibly by signing petition-like forms in support of traffic signal controls at these intersections. Alternatively, the three residents' associations could do that.

Another thought for City officials to consider is this. The two intersections of concern are complicated by the 65 year presence of Rockwood, currently with 450 to 500 residents/staff and all the service vehicles arriving and leaving the site on a daily basis. However, the hazards are also a factor of virtually unrestrained business and residential growth south of 29th Ave. And yet, SE Blvd and Ray/Thor remain mostly unimproved during the decades of growth - a combined total of 6 traffic lanes to service almost all of SE Spokane City/County area. Freya absorbs some of this traffic; but, less so apparently since it was closed for months. Both SE Blvd and Ray have very little opportunities for expansion. In my opinion, the solution to reduce excessive speeds and minimize hazards is for the City to bite-the-bullet and engage in traffic signal controls at both intersections. Hopefully, we don't have to wait for multiple personal injury/deaths as was the case on highway 195 that has resulted in moratoriums and J-turns.

The problems at these two intersections is existing, serious and obvious. Fairly inexpensive solutions are apparent and available without two months of city-side phone calls or website postings. After all, the City, for more than half a century has given approval to Rockwood's existence and expansion - as well as the City (and County) approvals of thousands of additional residential developments and businesses south of 29th Ave.

I suggest the City needs to immediately address the hazardous situations at these two intersections simply because they exist now and have existed for decades. Reliance upon elderly folks calling in regarding specific situations or wading through computer access/use to document specific issues, concerns, examples, etc. isn't likely to focus the attention that is needed to raise these hazardous intersections to the level needed to address these long existing situations.

Again, thank you for your attention to these intersections,

Tom Mosher

On Feb 7, 2026, at 5:31 PM, Telis, Kate <ktelis@spokanecity.org> wrote:

Hi Tom,

I forwarded your last email to Jon Snyder who is the one who ultimately needs to see and read it and your concerns with the elderly being able to navigate the survey on the internet is very valid.

However, just as a clarification, for the 311 survey – no one needs to call in. There is a website link that allows you to state all that you have in email and it will all be compiled and looked at by Jon Synder (Director of Transportation and Sustainability) and other city planners who specialize in traffic calming.

The link is here: <https://myspokane311.my.site.com/citizen/s/> – click the fourth link on the left that says “Safe Streets Survey Traffic Calming.”

Abbey – I noticed once I googled 311 Spokane, I have to click “Customer Service Center” in order to find the link to the survey – wondering if it makes sense to have a direct link to the survey from the main page to make finding it a bit easier and promote it a bit more?

Thanks all,
Kate

Kate Telis

Spokane City Council Member, District 2, Position 2
808 W. Spokane Falls Boulevard, Spokane, WA 99201-3335
(509) 625-6821 office
(509) 425-3401 work cell
ktelis@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: Tom Mosher <tmmosh13@gmail.com>
Sent: Saturday, February 7, 2026 12:30 PM
To: Telis, Kate <ktelis@spokanecity.org>; Dillon, Paul <pdillon@spokanecity.org>; Martin, Abigail M. <ammartin@spokanecity.org>; Ramos, Virginia <vramos@spokanecity.org>; Grageda, Andres <agrageda@spokanecity.org>
Cc: carol_tomsic@yahoo.com

Subject: Re: Hazardous intersection-Ray St and SE Blvd and Rockwood South Hill retirement community

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi friends,

I greatly appreciate the effort and intent to encourage people for two months to record concerns and issues at 311. However, I do point out that calling 311 has its challenges, as I have had a couple of occasions in the last couple of weeks to do that and I found a long waits. In one instance, I was referred to the Spokane police department to make a simple inquiry and was confronted with a long wait and finally a message that said to leave a message or stay on the line. However, I was immediately dropped. I have encouraged ROCKWOOD management to set up a petition of concern for hundreds of residence to express their concern. I don't know whether they will do that. It's possible there may be enough enthusiasm from our three resident associations to do that. But, I plead with all of you to take into your account that there are serious issues in both intersections and many of the elderly people here do not have the capacity to use the Internet very well and may be frustrated by attempting to call 311 and being put on hold. This is not something to be ignored. I encourage as much insight on your part as possible, given that about +/-450 residents, many of whom still drive in their 70s and 80s, are confronted with these two hazardous intersections on a daily basis.

I will do my best to upload my letter/expression of concern, analysis of the problem, and suggested solution. However, I trust that all of you have that letter of concern we'll see that it ends up in the proper hands for consideration.

Tom Mosher

On Feb 6, 2026, at 8:06 PM, Telis, Kate <ktelis@spokanecity.org> wrote:

Hi Tom,

Thanks for reaching out, and Abbey, thank you for the detailed response.

We have heard from a few residents at this point about both intersections. As CM Dillon and Abbey mentioned, the 311

submission is the best path forward. Uploading any documentation and the contents of your email would be great. Also, please pass this 311 submission link onto any other residents who are similarly concerned.

Thank you and feel free follow up with any questions and/or concerns.

Kate Telis

Spokane City Council Member, District 2, Position 2
808 W. Spokane Falls Boulevard, Spokane, WA 99201-3335
(509) 625-6821 office
(509) 425-3401 work cell
ktelis@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.

Sent from my iPhone

On Feb 6, 2026, at 5:21 PM, Tom Mosher
<tmmosh13@gmail.com> wrote:

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks to all. This is such a continuing and critical issue. I could likely call or message every day and the messages would be the same or similar.

Tom Mosher

On Feb 6, 2026, at 2:20 PM, Dillon, Paul
<pdillon@spokanecity.org> wrote:

Thanks so much Tom – greatly appreciate your advocacy and your analysis.

More have folks have written about the dangers of this area and we are certainly looking at options. And thank you Abigail for the perfect response below to help outline those levers for next steps.

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>](mailto:ammartin@spokanecity.org)
Sent: Thursday, February 5, 2026 2:38 PM
To: Tom Mosher <tmmosh13@gmail.com>
Cc: Dillon, Paul <pdillon@spokanecity.org>;
Ramos, Virginia <vramos@spokanecity.org>;
Telis, Kate <ktelis@spokanecity.org>; Grageda,
Andres <agrageda@spokanecity.org>
Subject: RE: Hazardous intersection-Ray St and SE Blvd and Rockwood South Hill retirement community

Hi Tom,

Thanks for reaching out and sharing your concerns.

I'd like to alert you to a new feature your Council Members have advocated for whereby 311 can take traffic related concerns. The portal just opened this Monday and concerns submitted through 3/31 will be considered for the next round of traffic calming projects next year. The portal will remain open all year long,

but February and March includes the timeline for most immediate consideration.

You can find the submission button here:

<https://myspokane311.my.site.com/citizen/s/>

(Second icon from the bottom on the right.)

It's important to emphasize and describe your concerns, and your more than welcome to upload material as well.

Additionally, your Transportation Commission ultimately makes a final recommendation to the City Council for priority projects, and you can write them here:

Transportationcommission@spokanecity.org

You can also follow their meetings here:

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

I hope this helps, and thanks for advocating for community safety.

Best,
Abbey.

<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: Tom Mosher <tmmosh13@gmail.com>
Sent: Thursday, February 5, 2026 10:27 AM
To: carol_tomsic@yahoo.com;
mdlloyd@comcast.net; cj_99224@yahoo.com;
phillips1948@comcast.net; Mayor

<mayor@spokanecity.org>; City Council
Members and Staff
<citycouncil@spokanecity.org>; Wilkerson,
Betsy <bwilkerson@spokanecity.org>
Subject: Hazardous intersection-Ray St and SE
Blvd and Rockwood South Hill retirement
community

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings,

I am a longtime resident of Rockwood South Hill retirement community. I recently participated in a meeting of several Rockwood residents, wherein we discussed concerns we have. I am also a retired urban/regional planner who spent most of my career working in both the Spokane City and Spokane County planning departments, having lived in Spokane since 1968.

BACKGROUND:

My group very quickly focused primarily on one issue. The issue which concerned all of us is the only two ingress/egress points available to Rockwood residents, staff, visitors, delivery vehicles and the several Rockwood vans shuttling residents throughout the community - and a daily school bus. These two intersections are currently hazardous, bordering on life-threatening. The only two points of ingress/egress are:

- the intersection of SE Blvd/E 25th Ave;
and
- the intersection of S Ray St/23rd Ct/E 23rd Ave - the same intersection where traffic generated by Lincoln Heights Elementary School sits opposite 23rd Ct.; including several daily school buses.

PROBLEM ANALYSIS (suggested solution below):

These two intersections, judged by all in my group, are and have been for years,

'accidents-waiting-to-happen.' We know the records reflex numerous accidents and probably personal injury, if not worse. Turning left (north) onto Ray from our exit at 23rd Ct is currently hazardous, increasingly so with all the new and planned residential development south of us. Residents mostly turn to right (south) regardless of their destination, rather than risk crossing two lanes of high speed traffic - as much of the Ray St traffic exceeds the speed limit. Likewise, turning left (south) from 25th Ave onto SE Blvd is frequently fraught with multiple car delays and the added challenge of vehicles turning onto 25th from both north/south SE Blvd. Again, many residents turn right (north) regardless of their ultimate destination.

Also, turning into these two ingress points, while crossing one lane of opposing traffic (SE Blvd) and two lanes of traffic (Ray St) presents additional driving hazards. This is particularly hazardous for southbound SE Blvd vehicles at 25th/SE Blvd if one or more cars are trying to turn south from 25th onto SE Blvd.

Both of these arterials have had enormous increases in traffic due to new residential and commercial/business traffic south of 29th Ave. We all know that greatly increased traffic will be generated by approved and proposed residential and commercial/business to the south. Neither Ray nor SE Blvd stand much chance of widening. All of this increased and increasing traffic has occurred with no additional Rockwood development in the last 10 years. Yet, we residents, staff, delivery vehicles, etc. are the victims of the increased and ever-increasing traffic - due to no fault of Rockwood.

Given the above circumstances and the increasing threat to all of us living/working at Rockwood, not to mention all the delivery vehicles and a school bus, we residents foresee a relatively modest solution (below) with nominal cost, greatly increased safety and minimal installation/construction. Additionally, the current excessive speeding on Ray St would be reduced.

SOLUTION:

Install 'on-demand' traffic control stop lights at both intersections. That is, traffic on both Ray and SE Blvd would continue to flow uninterrupted, until a vehicle stopped on 25th at SE Blvd or 23rd Ct at Ray St., would (with the magnetic mechanism impeded in the pavement or other means) stop the north/south through-traffic and permit vehicles to safely enter Ray St or SE Blvd. There would be no redesign of the intersection at Ray/23rd. There may be some adjustments at 25th/SE Blvd that would not be overwhelmingly complicated or costly.

We urge that improvements to these two intersections be undertake as soon as possible. If residential construction occurs at Rockwood, the intersections would already be improved to not only handle construction traffic; but, increased traffic due to new residents.

Thomas Mosher, AICP emeritus
Retired Spokane City and Spokane County
Planner

From: [Tom Mosher](#)
To: carol_tomsic@yahoo.com; mdlloyd@comcast.net; cj_99224@yahoo.com; phillips1948@comcast.net; [Mayor](#); [City Council Members and Staff](#); [Wilkerson, Betsy](#)
Subject: Hazardous intersection-Ray St and SE Blvd and Rockwood South Hill retirement community
Date: Thursday, February 5, 2026 10:27:39 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings,

I am a longtime resident of Rockwood South Hill retirement community. I recently participated in a meeting of several Rockwood residents, wherein we discussed concerns we have. I am also a retired urban/regional planner who spent most of my career working in both the Spokane City and Spokane County planning departments, having lived in Spokane since 1968.

BACKGROUND:

My group very quickly focused primarily on one issue. The issue which concerned all of us is the *only two* ingress/egress points available to Rockwood residents, staff, visitors, delivery vehicles and the several Rockwood vans shuttling residents throughout the community - and a daily school bus. These two intersections are currently hazardous, bordering on life-threatening. The only two points of ingress/egress are:

- the intersection of SE Blvd/E 25th Ave; and
- the intersection of S Ray St/23rd Ct/E 23rd Ave - the same intersection where traffic generated by Lincoln Heights Elementary School sits opposite 23rd Ct.; including several daily school buses.

PROBLEM ANALYSIS (suggested solution below):

These two intersections, judged by all in my group, are and have been for years, 'accidents-waiting-to-happen.' We know the records reflect numerous accidents and probably personal injury, if not worse. Turning left (north) onto Ray from our exit at 23rd Ct is currently hazardous, increasingly so with all the new and planned residential development south of us. Residents mostly turn to right (south) regardless of their destination, rather than risk crossing two lanes of high speed traffic - as much of the Ray St traffic exceeds the speed limit. Likewise, turning left (south) from 25th Ave onto SE Blvd is frequently fraught with multiple car delays and the added challenge of vehicles turning onto 25th from both north/south SE Blvd. Again, many residents turn right (north) regardless of their ultimate destination.

Also, turning into these two ingress points, while crossing one lane of opposing traffic (SE Blvd) and two lanes of traffic (Ray St) presents additional driving hazards. This is particularly hazardous for southbound SE Blvd vehicles at 25th/SE Blvd if one or more cars are trying to turn south from 25th onto SE Blvd.

Both of these arterials have had enormous increases in traffic due to new residential and commercial/business traffic south of 29th Ave. We all know that greatly increased traffic will be generated by approved and proposed residential and commercial/business to the south.

Neither Ray nor SE Blvd stand much chance of widening. All of this increased and increasing traffic has occurred with no additional Rockwood development in the last 10 years. Yet, we residents, staff, delivery vehicles, etc. are the victims of the increased and ever-increasing traffic - due to no fault of Rockwood.

Given the above circumstances and the increasing threat to all of us living/working at Rockwood, not to mention all the delivery vehicles and a school bus, we residents foresee a relatively modest solution (below) with nominal cost, greatly increased safety and minimal installation/construction. Additionally, the current excessive speeding on Ray St would be reduced.

SOLUTION:

Install 'on-demand' traffic control stop lights at both intersections. That is, traffic on both Ray and SE Blvd would continue to flow uninterrupted, **until** a vehicle stopped on 25th at SE Blvd or 23rd Ct at Ray St., would (with the magnetic mechanism impeded in the pavement or other means) stop the north/south through-traffic and permit vehicles to safely enter Ray St or SE Blvd. There would be no redesign of the intersection at Ray/23rd. There may be some adjustments at 25th/SE Blvd that would not be overwhelmingly complicated or costly.

We urge that improvements to these two intersections be undertaken as soon as possible. If residential construction occurs at Rockwood, the intersections would already be improved to not only handle construction traffic; but, increased traffic due to new residents.

Thomas Mosher, AICP emeritus
Retired Spokane City and Spokane County Planner