



Transportation Commission Agenda

Regular Meeting
 Wednesday, March 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 Call 2. Public Comment – Public is invited to comment on related topics other than agenda items scheduled for public hearings (2 minutes max each comment) 3. Approve 2/18/2026 meeting minutes 4. President Report 5. Secretary Report 6. Additional Reports, if requested 7. 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>
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Workshops:

4:20 – 4:45	1. Market/Haven Conversion Study	Rhonda Young
4:45 – 5:00	2. Summer Arterial Street Maintenance Update	Clint Harris
5:00 – 5:30	3. Traffic Calming Projects: Network & DOWL list	Jon Snyder, Inga Note, Colin Quinn-Hurst
5:30 – 5:55	4. 6-year Street Plan Update	Kevin Picanco

* Items denoted with an asterisk may include final action taken by the Commission. Written public testimony 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.

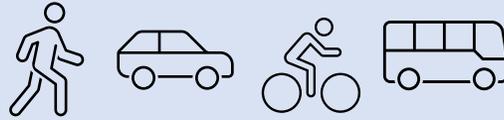
Adjournment: The next regularly scheduled TC meeting will be held on Wednesday, April 15, 2026.

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, March 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](#)

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Video ID: 115 812 799 0

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Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: transportationcommission@spokanecity.org.

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

Spokane Transportation Commission - Draft Minutes

Wednesday, February 18, 2026

Hybrid Meeting in City Council Chambers & Microsoft Teams Teleconference

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

Public Comment: Citizens are invited to address the Transportation Commission on any topic other than agenda items scheduled for a hearing. 2 Minutes each.

- John Richardson
- Brian Muegge
- Brynn West
- Scott Taylor

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: None
- Non-Voting Members Present: STA, SRTC, WSDOT, SRHD, Downtown PBIA, NEPDA, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not present: PBIA East Sprague, University District, S3R3 Solutions, Spokane Public Schools
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Inga Note, Adam McDaniel, Brian Brisendine, Kevin Picanco, Clint Harris, Matthew Cozza, Nicole White, Abbey Martin, Amanda Brown, Marlene Feist, Kirstin Davis, Sarah Sirott, Sebastian Pedinielli, Mayra Marroquin, Spencer Gardner, Andres Grageda, Colin Quinn-Hurst

Minutes: Minutes from 1/21/2026 approved unanimously.

Briefing Session:

- **Commission President Report - Grant Shipley**
 - Grant thanked all the citizens concerned enough to show up and voice their opinions tonight, as well as volunteers, and City staff. Our goal is to improve transportation in Spokane, and Grant hopes we're all on the same page on that measure.
- **Secretary Report - Jon Snyder**
 - Jon brought up the potential to skip a meeting this summer. The commission could take either the July or August meeting off, but also do not have to. A decision does not need to be made yet, but Jon would like to have a decision by March so staff can plan accordingly.
- **Additional Reports - Cliff Winger, Community Assembly**
 - Cliff discussed that with the passing of the new school bond in November, there have been issues in the past with school construction and not having safe ways for children to walk or bike to school. There have been some corrections within the city, but we need to contact District 81. They tend to stay on their campuses and not look at the environment around the schools. There can be a lot of traffic issues, and Cliff hopes that these issues do not fall through the cracks.
- **Additional Reports - Eve McMenemy, Spokane Regional Transportation Council (SRTC)**

- Eve wanted to make everyone aware that SRTC is updating their Public Participation Plan. Eve provided a survey on the methods to best reach people while doing their planning efforts. [Public Participation Survey](#)
- **Additional Reports - Shauna Harshman, Washington State Department of Transportation (WSDOT)**
 - WSDOT launched the Liberty Park Land Bridge Planning and Pre-design Project about one week ago. Over the next three weeks, they will be developing materials to officially launch, inviting participation into a community design collaborative, and are standing up their inner agency groups to bring the project forward. Within three weeks there will be a project webpage and invitations going out to participate in those advisory groups.
- **Additional Reports - Jared Aranda, Northeast Public Development Authority (NEPDA)**
 - Jared wanted to let the commission know about a project that the NEPDA is working on in east Hillyard on Myrtle Street north of Wellesley. Rebecca Street is currently in the Bicycle Priority Network. Given that they are making multi-modal improvements on Myrtle, it would make a lot of sense to move that designation over a block to Myrtle rather than Rebecca. As they pursue grant funding, this would also help by having that officially designated as part of the Bicycle Priority Network.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Thorpe Rd. Tunnels Study
 - Presentation provided by Kevin Picanco
 - Questions asked and answered.
 - Discussion ensued.
- Local Option Parking Tax Public Rule
 - Presentation provided by Jon Snyder & Adam McDaniel
 - Questions asked and answered.
 - Discussion ensued.
- Shared Streets Ordinance Revision
 - Presentation provided by Inga Note & Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Hearing(s):

- Grand Boulevard Restriping
 - Presentation provided by Inga Note & Brian Brisendine
 - Public Testimony provided by:
 - Jake Madewell
 - Mary Winkes
 - Gavin Cooley, Spokane Business Association
 - Brad Barnett, Spokane Business Association
 - Carol Ellis
 - Suzanne Rebro
 - Brian Trimble
 - Brenda Strand
 - Roger Conner
 - Gina McKenzie
 - Tomas Lynch
 - Eileen Shurtz
 - Sarah Rose

- Questions asked and answered.
- Discussion ensued.

Motion: I [Lauren Pangborn] move to 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. Seconded by Dylan Jouliot.

Motion passes unanimously, 8 to 0 to 0.

Meeting Adjourned at 6:22 PM.

Next regularly scheduled Transportation Commission meeting will be held on 3/18/2026.

DRAFT

BRIEFING PAPER: Traffic Calming Selection Process Update 2026
City of Spokane
Transportation Commission
3/18/2026

Subject:

Update on the process for selecting traffic calming projects 2026 (for cycle 15 construction).

Background:

This fall the city will select projects for the next round of traffic calming projects, Cycle 15, which is the 2028 construction season for standard projects and the 2027 construction season for quick-build projects. Our goal is to have approximately 30 projects for the Commission to consider in the fall. Due to funding constraints the final list of projects for Cycle 15 will likely be limited to 5-10 projects. We are purposely generating many more projects this year than we can build in the near future to better understand the need and to have projects available when special opportunities arise. Projects scoped but not selected this year are expected to be considered for next year's cycle.

In this month's update we will cover, and feedback is sought, for three things:

1. Update on traffic safety projects submitted through 311 and information on the internal work group on traffic calming which is evaluating and narrowing a project list to be presented to the commission.
2. Network projects list: these are the projects that specifically build out current approved plans such as 27 x 2027, the Bicycle Master Plan, the Pedestrian Master Plan, the Bicycle Priority Network and Division Connects BRT.
3. DOWL project list remainders: these are projects developed from a public process four years that are still being considered for construction.

This is the second year the Transportation Commission will have a lead role in selecting projects that are forwarded to Council for approval.

Relationship to Plans/Actions:

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

Timeline/ Further Action:

Traffic calming project selection will be a future agenda item for the April, September, October, and November meetings.

Network Projects - DRAFT - Closing Gaps - Urban Mobility Network / 27 x 2027 Phase 2

#	District	Network Projects	Extent	Plan(s)	Cost (\$M)
1	D1	Illinois Ave / Perry St. Protected Bike Lanes	Perry to Cincinnati Street	27x2027, Bicycle Priority Network	1 High Priority
2	D1	Cincinnati at Indiana Crossing	Improved bikeway crossing	27x2027, Bicycle Master Plan	0.25
3	D1	Addison Street Protected Bike Lanes	Cincinnati at Euclid to Longfellow Ave	27x2027, Bicycle Master Plan	0.75
4	D1	Euclid Lane Reallocation	Lane reallocation - Crestline to Market	27x2027, Bicycle Master Plan	1.25
5	D1	North Foothills Crossing @ Mayfair	Connect bike lanes - Buckeye to Mayfair	Division Connects	0.5 High Priority
6	D1	Mission Park Bus Stop / Pathway Connection	Mission Park – Superior Street to Perry Street	Pedestrian Master Plan	0.5
7	D1	Illinois Ave Pathway Connection to Children of the Sun Trail	Regal to COST	Bicycle Master Plan	2 Remove due to cost
8	D1	Jackson Ave Neighborhood Greenway Connection	Ruby to Cincinnati	Bicycle Master Plan	0.5
Total \$ 6.75					(Million)
1	D2	33rd Ave to 34th Ave at Perry Street - Neighborhood Greenway	South Hill Library to All Saints Middle School	27x2027, Bicycle Priority Network	0.25
2	D2	Thornton-Murphy Park Pathway	27th Ave/Fisketo Ben Burr Trail	Bicycle Priority Network	1 High Priority
3	D2	Pittsburg Street Neighborhood Greenway	34th Ave to 49th Ave	27 x 2027	0.25
4	D2	27th Ave at Bernard	Improved bikeway crossing	27 x 2027	0.25
5	D2	Jefferson @ 3rd Ave/4th Ave to Riverside	Match to support grant application	27x2027, Bicycle Master Plan	0.75
6	D2	High Bridge Park Pathway	11th Ave to Marne Bridge	Bicycle Master Plan	0.5
7	D2	Ray-Freya Crossover Pathway	44th Ave to 37th Ave	Bicycle Master Plan	2 Remove due to cost
8	D2	Underhill Park Pathway to Ben Burr Trail	Hartson Ave to Ben Burr Trail	Bicycle Master Plan	2 Remove due to cost
Total \$ 7.00					(Million)
1	D3	North Hill – Hemlock/Belt Pathway at Transitions	Dalton Ave to Liberty Ave	27x2027	1 High Priority
2	D3	Wellesley to Francis Bikeway - Belt or Cannon	Wellesley to Francis Ave.	27x2027, Bicycle Master Plan	1
4	D3	Shadle Park Pathway Repaving	Belt to Wellesley	27x2027	1
5	D3	Buckeye to Mayfair Bikeway @ North Foothills/Division/Ruby	Division to Mayfair	Bicycle Master Plan	0.5 High Priority
6	D3	Mission Street - West Central Traffic Calming	Pettet Drive to West Point Road	Pedestrian Master Plan	0.25
7	D3	Franklin Park Pathway	Division to WhiteHouse at Everett	Bicycle Master Plan	0.75
8	D3	North Hill - Atlantic Street Pathway	Cora Ave to Gray Court	Division Connects	2.5 Remove due to cost
Total \$ 7.00					(Million)

DRAFT - Candidate traffic calming projects recommended for consideration for Cycle 15 Spokane Safe Streets for All Funding

Council District	Neighborhood	Project Location	Project Descriptor	Funding Request
D1	Whitman	Pittsburg - Central to Francis	sidewalk	\$ 221,000.00
D1	Hillyard	Bruce - Crestline to Lee	RRFB for school	\$ 200,000.00
D1	Logan	Logan Elementary SRTS	2-3 blocks of sidewalk	\$ 446,000.00
D1	Whitman	Crown (Helena to Magnolia)	sidewalk	\$ 384,000.00
D1	Chief Garry	Marshall (Mission to Regal)	bumpouts	\$ 317,000.00
D1	Shiloh Hills	Standard @ Lyons	bumpout	\$ 138,000.00
D1	Whitman	Nebraska (Nevada to Napa)	sidewalk	\$ 368,000.00
D1	Logan	Montgomery @ Cincinnati	bumpouts on greenway	TBD
D1	Minnehaha	Euclid-Frederick Corridor (Sycamore to Havana)	sidewalk infill and ramps	\$ 300,000.00
D1	Nevada Heights	Lidgerwood -Empire to Wellesley	greenway features	\$ 600,000.00
D1	Minnehaha	Marietta @ Freya	bumpouts	\$ 262,000.00
D1	Nevada Heights	Perry @ Rogers High School	crosswalk and bumpout	\$ 102,000.00
D1	Nevada Heights	Longfellow SRTS - Crestline/Empire	intersection restripe	\$ 94,000.00
D1	Nevada Heights	Garry MS SRTS	Ramps, crosswalk, 20 zone	\$ 134,000.00
D1	Bemiss	Euclid (Market to Crestline)	restripe	\$ 430,000.00
D2	Grandview-Thorpe	16th Ave - Milton to 17th	sidewalk	\$ 1,886,000.00
D2	Lincoln Heights	Rockwood Retirement - Thornton Murphy Park	Walk path	\$ 219,000.00
D2	Grandview-Thorpe	14th Ave - Trolley Trail to Fish Lake Trail	Sidewalk	\$ 400,000.00
D2	Lincoln Heights	Ray (17th to 29th)	widen sidewalk	\$ 500,000.00
D2	Manito-Cannon Hill	25th (Bernard to Tekoa)	bumpouts	\$ 382,000.00
D2	Southgate	37th @ Crestline	RRFB	\$ 206,000.00
D2	East Central	Rebecca (4th to 5th)	Road closure signage	\$ 8,000.00
D2	Rockwood	Rockwood (11th to 12th)	narrowing	TBD
D2	Comstock	37th @ Perry	intersection realignment	TBD
D2	Manito-Cannon Hill	29th (Lincoln to High)	sidewalk and bike lane extension	TBD
D2	Southgate	Palouse (Freya to Regal)	sidewalk	TBD
D2	Manito-Cannon Hill	28th (Bernard to High)	sidewalk and ADA ramps	TBD
D2	Southgate	44th (Altamont to Cook)	sidewalk infill	TBD
D2	Southgate	Freya (45th to Palouse)	sidewalk	\$ 550,000.00
D2	Comstock	33rd @ Lincoln Dr	bumpouts	\$ 50,000.00
D2	Cliff Cannon	Cedar (12th to 21st)	ADA ramps, bumpouts	TBD
D2	West Hills	West Drive (Westcliff to Azalea)	sidewalk to golf course	\$ 174,000.00
D2	West Hills	Sand Ridge Ave (Gov't Way to Whistalks Way)	sidewalks	\$ 50,000.00
D2	West Hills	F St @ Whittier Park	bumpouts and humps	\$ 725,000.00
D2	Latah-Hangman	Qualchan (Lincoln to Cheney-Spokane)	sidewalk	\$ 500,000.00
D2	Lincoln Heights	Ray Street	turn restrictions on curve	\$ 58,000.00
D2	Lincoln Heights	North Altamont / Woodfern	intersection bumpouts and speed hump	\$ 219,000.00
D2	Lincoln Heights	11th Avenue	sidewalk infill	\$ 472,000.00
D3	Audubon Downriver	NW Blvd (TJ to Assembly)	Restripe and island elements	\$ 573,000.00
D3	Northwest	Francis @ Fotheringham	PHB	\$ 450,000.00
D3	West Central	Summit, Broadway, Boone, (Round 2)	greenway features	\$ 565,000.00
D3	Balboa South Indian Trail	Maple-Ash @ Country Homes	sidewalk separation (half of project)	\$ 350,000.00
D3	Five Mile	Strong @ Nettleton	RRFB	\$ 173,000.00
D3	North Hill	Ash St - Francis to Courtland	crosswalk bumpouts	\$ 579,000.00
D3	North Indian Trail	Indian Trail - Bedford to Ridgecrest	sidewalk	\$ 510,000.00
D3	Browne's Addition	Spruce @ CdA	bumpout	\$ 266,000.00
D3	Emerson-Garfield	Corbin Park	bumpouts and crosswalks	\$ 424,000.00
D3	North Hill	Madison (Rowan to Garland)	traffic circles	\$ 154,000.00
D3	North Indian Trail	Pamela (Barnes to Pacific Park)	traffic calming elements	\$ 114,000.00
D3	West Central	Broadway (Maple to Courthouse)	Bumpouts and crosswalk	\$ 459,000.00
D3	Browne's Addition	1st @ Maple	island and crosswalk	TBD
D3	Peaceful Valley	Cedar St Stairs	Replacement	TBD
D3	Audubon Downriver	Wellesley @ Flett MS	Sidewalk, crosswalk, bumpouts	TBD
D3	Balboa South Indian Trail	Five Mile (Cochran to Ash)	bike lane restriping	TBD
D3	North Indian Trail	Indian Trail by landfill	Ped/Bike Connection	TBD
D3	West Central	Holmes Elementary	ADA ramps	TBD
D3	Browne's Addition	Sunset (2nd to Spruce)	Median, RRFB, sidewalk	TBD
D3	Peaceful Valley	Main @ Maple	bumpout for stop sign	TBD
D3	Five Mile	Strong Rd (Five Mile to Nettleton)	paved shoulder path	TBD
D3	North Hill	Providence @ Wall-Post Couplet	bumpouts and ramps	TBD
D3	Northwest	Wellesley @ Driscoll	bumpouts, intersection narrowing	\$ 600,000.00
			Total	\$ 15,612,000.00

Glossary

RRFB: Rectangular Rapid Flashing Beacon

SRTS: Safe Routes to Schools

ADA: Americans with Disabilities Act

PHB: Pedestrian Hybrid Beacon

TBD: To be determined - Project funding request was not scoped during the original DOWL contract that generated this project list. Should the project be selected for further consideration, a funding request estimate will be provided.

Projects on this list were originally generated in 2022 through neighborhood engagement with support from a consultant group, DOWL. Additional supporting documentation can be found in the Final Report (on the right) at the link below:

[**Spokane Safe Streets for All \(Traffic Calming\)**](#)

To submit comments or suggestions for traffic calming projects to be considered for Spokane Safe Streets for All funding, please follow the link below and take a brief survey:

[**Safe Streets Survey \(Traffic Calming\)**](#)

DRAFT - Candidate traffic calming projects not being considered for Cycle 15 Spokane Safe Streets for All funding

Council District	Neighborhood	Project Location	Project Descriptor	Funding Request	Reason for Recommended Removal
D1	Bemiss	Market Street (Garland to Illinois)	Speed display sign	\$ 50,000.00	1
D1	Chief Garry	Mission @ Crestline and Chief Garry Park	Speed display sign	\$ 93,000.00	1
D1	Bemiss	Wellesley @ Crestline	Signal and intersection mods	\$ 62,000.00	2
D1	Riverside	Downtown	LPI Implementation (Round 2)	\$ 25,000.00	3
D1	Riverside	Riverside @ Stevens	Signal timing	\$ 122,000.00	3
D1	Logan	North Foothills Drive	Painted bike lane	\$ 317,000.00	3
D1	Logan	Upriver (North Center to Crestline)	ADA ramp, Speed display sign	\$ -	3
D1	Minnehaha	Myrtle @ Frederick	Painted bike lane	\$ 16,000.00	1
D1	Minnehaha	Euclid @ Ferrall	widen sidewalk, bumpout, crosswalk	\$ 101,000.00	3
D1	Whitman	Martin (Queen to Rowan)	Sidewalk, ADA ramp	\$ -	1
D1	Whitman	Napa (Nebraska to Francis)	Sidewalk	\$ -	1
D1	Riverside	3rd @ Howard	Bumpout, curb ramp	\$ -	3
D1	Riverside	3rd @ Division	LPI	\$ 122,000.00	3
D1	Riverside	2nd @ browne	Bumpout, LPI	\$ 291,000.00	3
D2	Rockwood	18th Ave	Study, cancelled	\$ -	4
D2	Cliff Cannon	Cliff Drive @ Edwidge Woldson	Sidewalk, parking lot	\$ 1,115,000.00	2
D2	East Central	Grant Elementary	School speed zone, 20MPH	\$ 10,000.00	3
D2	Cliff Cannon/Rockwood	Grand Blvd - 9th to 17th	restripe to 3 lanes	\$ 1,510,000.00	3
D2	Manito-Cannon Hill/Rockwood	Grand Blvd 17th to 29th	restripe to 3 lanes, crosswalk	\$ 1,539,000.00	3
D2	Latah-Hangman	Hatch @ Highland-Westchester	signage, channelizer	\$ 293,000.00	5
D2	Grandview-Thorpe	17th @ D St	speed hump, crosswalk	\$ 24,000.00	5
D2	West Hills	A st (Riverside to 7th Ave)	speed humps	\$ 64,000.00	4
D2	Grandview-Thorpe	21st @ D St	Intersection warning sign	\$ -	4
D2	Comstock	37th (Bernard to Grand)	bike lane striping	\$ 94,000.00	5
D2	Latah-Hangman	Hatch (US-195 to 57th) Pt 1	Shared use path, restriping	\$ 3,787,000.00	6
D2	Latah-Hangman	Hatch (US-195 to 57th) Pt 2	Shared use path, restriping	\$ 6,242,000.00	6
D2	Lincoln Heights	Ray @ 25th	crosswalk closure	\$ -	1
D2	East Central	9th @ Altamont		\$ -	4
D3	Peaceful Valley	Main @ Cedar	Bumpout, crosswalks	\$ 13,000.00	5
D3	Audubon Downriver	Belt @ Longfellow	Bumpout, crosswalk	\$ 240,000.00	4
D3	Audubon Downriver	NW Blvd @ TJ	Crosswalks	\$ 86,000.00	1
D3	Audubon Downriver	Wellesley @ Alberta LPI	LPI	\$ -	3
D3	Balboa South Indian Trail	Woodside (Indian Trail to Five Mile)	Shared use markings	\$ 115,000.00	1
D3	Emerson-Garfield	Buckeye (Post to Division)	restriping	\$ 494,000.00	7
D3	Emerson-Garfield	Monroe to Post	cross streets signing	\$ -	1
D3	Five Mile	Cascade Way (Five Mile to Austin)	Shared use markings	\$ 13,000.00	1
D3	Five Mile	Cedar (Strong to Johannsen Rd)	sharrows	\$ -	1
D3	North Hill	BA Clark Park, Franklin Park	Neighborhood 20MPH Park Zones	\$ -	3
D3	Northwest	Francis @ A	HAWK, crosswalk, stop bar	\$ 450,000.00	7
D3	Northwest	Greenwood @ Litchfield	ADA ramps, curb extension	\$ -	1
Total				\$ 17,288,000.00	

Projects on this list were originally generated in 2022 through neighborhood engagement with support from a consultant group, DOWL. Additional supporting documentation can be found in the Final Report (on the right) at the link below:

[**Spokane Safe Streets for All \(Traffic Calming\)**](#)

To submit comments or suggestions for traffic calming projects to be considered for Spokane Safe Streets for All funding, please follow the link below and take a brief survey:

[**Safe Streets Survey \(Traffic Calming\)**](#)

Glossary

LPI: Leading Pedestrian Interval

HAWK: High-Intensity Activated crossWalk

ADA: Americans with Disabilities Act

Reason for Recommended Removal Key

1. Limited benefit
2. Outside of Safe Streets for All scope
3. Will be considered through routine work
4. Conflicts with existing plans, networks, or upcoming changes
5. Requires broader stakeholder agreement or neighborhood decision-making
6. Cost or feasibility constraints
7. Better packaged into a larger project /corridor approach

- Not all projects on this list have been fully scoped with cost estimates to determine funding request amount.

DRAFT - Traffic calming projects already approved for funding or under construction

Council District	Neighborhood	Project Location	Project Descriptor	Funding Request
D1	Bemiss	Illinois @ Crestline	Bumpouts, crosswalk	\$ 186,000.00
D1	Bemiss	Regal @ Rich	adaptive bumpouts	\$ 25,000.00
D1	Nevada Heights	Liberty @ Lidgerwood	Bumpouts, ramps	\$ 371,000.00
D1	Shiloh Hills	Standard-Colton (Magnesium to Francis)	Median, painted bike lane	\$ 763,000.00
D1	Chief Garry	Stevens Elementary	ADA	\$ 509,000.00
D1	Riverside	Pacific @ Browne	Curb extensions, crosswalks, signal	\$ TBD
D1	Hillyard	Haven/Rockwell (Wellesley to Market)	crosswalk	\$ 408,000.00
D1	Minnehaha	Freya (Euclid to Bridgeport)	bumpouts	\$ 376,000.00
D1	Chief Garry	Mission @ Magnolia (moved to Cook)	Crossing	\$ TBD
D1	Riverside		LPI Implementation	\$ 25,000.00
D1	Logan	Marietta Ave	Sidewalk (two blocks)	\$ 250,000.00
D1	Hillyard	Market-Haven Couplet (at Haven/Queen)	partial - RRFB	\$ 200,000.00
D1	Shiloh Hills	Standard @ St Thomas More Way	sidewalk	\$ 240,000.00
D1	Shiloh Hills	Magnesium (Nevada to N Dakota)	restripe	\$ TBD
D1	Hillyard-Bemiss	Wellesley/Lacey	PHB	\$ 450,000.00
D2	Southgate	Freya @ 44th	Widen sidewalk, ramps	\$ 426,000.00
D2	Latah-Hangman	Lincoln Way (Osprey to Qualchan)	Curb extensions/widen sidewalk	\$ 526,000.00
D2	Rockwood	Rockwood @ Sumner	Curb extensions, sidewalk, crosswalks	\$ 693,000.00
D2	Cliff Cannon	Walnut-Maple-Cedar	Signage, median, crosswalks	\$ 698,000.00
D2	Comstock	33rd @ Grand	Crosswalk	\$ TBD
D2	West Hills	Rosamund @ F St	sidewalk	\$ 406,000.00
D2	East Central	9th (Altamont to Perry)	adaptive version	\$ 17,700.00
D2	Comstock	37th (High to Bernard)	speed humps w/o sidewalk	\$ 37,000.00
D2	Lincoln Heights	17th (Havana to Rockwood)	adaptive bumpouts	\$ 34,400.00
D2	Manito-Cannon Hill	Bernard (18th to 21st)	adaptive bumpouts	\$ 31,000.00
D2	Lincoln Heights	Ray (17th to 29th)	PHB only	\$ 450,000.00
D2	Cliff Cannon	5th @ Lincoln-Monroe Couplet	RRFB, crosswalks	\$ TBD
D2	Lincoln Heights	29th @ Fiske and Mt Vernon	HAWK, stop bar	\$ TBD
D2	East Central	3rd/Cowley	crosswalk	\$ 191,000.00
D2	Lincoln Heights	11/Altamont	corner treatment (permanent version)	\$ 178,000.00
D3	Peaceful Valley	Clarke Ave	Crosswalk, speed display sign	\$ 246,000.00
D3	Balboa South Indian Trail	Indian Trail/Holyoke (Holyoke to Janice)	PHB	\$ 1,366,000.00
D3	Browne's Addition	2nd @ Elm	Bumpouts	\$ 232,000.00
D3	Five Mile	Strong Rd (Elm to Cedar)	Sidewalk, signage	\$ 136,000.00
D3	Emerson-Garfield	Audubon Elementary	ramps and sidewalk	\$ TBD
D3	Northwest	Wellesley @ Assembly	signal	\$ 586,000.00
D3	North Indian Trail	Shawnee @ Farmdale	adaptive version	\$ 29,400.00
D3	North Hill	Rowan @ Maple-Ash Couplet	New signal, stop bars	\$ 600,000.00
D3	Audubon Downriver	NW Blvd (TJ to Assembly)	RRFB only	\$ 148,000.00
D3	Peaceful Valley	Spruce St Stairs	Replacement of existing stairs	\$ 350,000.00
D3	Balboa South Indian Trail	Francis @ Cannon Street	PHB at Five Mile Shopping Center	\$ TBD
D3	Browne's Addition	2nd @ Cannon	bumpouts (adaptive version)	\$ 50,000.00
D3	Emerson-Garfield	Buckeye @ Washington	intersection reconfiguration, phasing change	\$ 200,000.00
D3	West Central	Broadway @ Chestnut and Elm	Crosswalks, ped island, ramps	\$ 686,000.00
D3	Emerson-Garfield	Euclid west of Division	speed humps	\$ 25,000.00
			Total	\$ 12,145,500.00

Projects on this list were originally generated in 2022 through neighborhood engagement with support from a consultant group, DOWL. Additional supporting documentation can be found in the Final Report (on the right) at the link below:

Spokane Safe Streets for All (Traffic Calming)

To submit comments or suggestions for traffic calming projects to be considered for Spokane Safe Streets for All funding, please follow the link below and take a brief survey:

- Safe Streets Survey (Traffic Calming)

Glossary

ADA: Americans with Disabilities Act

LPI: Leading Pedestrian Interval

RRFB: Rectangular Rapid Flashing Beacon

PHB: Pedestrian Hybrid Beacon

TBD: To be determined - exact project cost still being finalized.

BRIEFING PAPER
Transportation Commission
Integrated Capital Management
March 18, 2026

Subject

2027 - 2032 Six-year Comprehensive Street Program

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is reviewed by the City Transportation Commission and Plan Commission. The Transportation Commission makes a recommendation to the Plan Commission as to the plan's consistency with the Comprehensive Plan; the Plan Commission then makes a recommendation to the City Council.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grants and low interest loans, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

No action at this time; this is an informational briefing only to advise the Transportation Commission that the update to the 6-Year Capital Street Program is underway. A draft reconciliation sheet indicating preliminary changes to the 6-year Streets Program and draft Comprehensive Plan Consistency Review matrix are attached to this briefing paper. Final reconciliation sheets and a Comp Plan Review matrix will be provided in advance of the April Transportation Commission hearing. Transportation Commission will consider a resolution and recommendation to Plan Commission as part of the April hearing.

Attachments:

Reconciliation Sheet

Comp Plan Consistency Review Matrix

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2027-32 against 2026-31 6yr. Program)

New Projects Added to Six-Year Program (2027-2032)

Section/ Funds CN Year	Project Name	Project Description	Purpose Statement	Project Phase Fully Funded			Cost Estimate
				Planning	Design	Constr.	
Bridge Rehabilitation 2029	Monroe St. Bridge Rehab	Complete deck and joint repair and rehabilitate the south jump span.	Bridge deck maintenance and preservation to protect the bridge structure, extend bridge life and delay need for more costly rehabilitation.	n/a	No	No	\$4.3M
Bridge Rehabilitation 2026/27	Riverside-1st Ave.-Sprague Bridge Decks Rehab	Bridge deck surface rehabilitation and preservation.	Bridge deck maintenance and preservation to protect the bridge structure, extend bridge life and delay need for more costly rehabilitation.	n/a	Yes	Yes	\$1.42M
Capital Improvements 2027/28	Grand Blvd. - 13th to 29th	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$2.49M
Pedestrian & Bike	Centennial Trail Study	Planning and 30% design to widen trail sections to bring this segment up to a fully separated shared use path.	Improve bike and pedestrian safety. Improve usability and access to transit.	Yes	n/a	n/a	\$400k
Pedestrian & Bikeways 2027	Alberta - Gordon to Longfellow Sidewalk	Pedestrian improvements. Work includes ped crossing improvements, sidewalk infill, and related safety improvements.	Improve bike and pedestrian safety. Address gaps in the active transportation network. Improve access to transit.	n/a	Yes	Yes	\$810k
Street Capital Maintenance 2028/29	Mission - Napa to Greene G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$1.52M
Street Capital Maintenance 2028/29	Crestline St. - Illinois to Francis Chip Seal	Pavement preservation via chip seal surface treatment.	Preserve and extend the life of the pavement surface.	n/a	Yes	Yes	\$1.1M
Street Capital Maintenance 2028/29	Ash/Maple/Monroe G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$6.96M
Street Capital Maintenance 2028/29	29th Ave./Sprague G&O	Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.	Rehabilitate the asphalt pavement surface and extend the life of the pavement structural section.	n/a	Yes	Yes	\$5.12M
Street Capital Maintenance 2027	Driscoll - Garland to Wellesley Chip Seal	Pavement preservation via chip seal surface treatment. Modify striping and parking layout to upgrade bike lanes to protected lanes.	Extend the life of the pavement structural section. Upgrade bike lanes.	n/a	Yes	Yes	\$500k
Impact Fee 2028/29	Nevada / Magnesium Intersection Improvements	Install left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west. ROW acquisition may be required on NE corner.	Address intersection capacity deficiency.	n/a	Yes	Yes	\$1.1M

Projects Completed or Removed from Six-Year Program

Section	Project Name	Comment	Status
Capital Improvements	3rd Ave – Stevens to Division G&O		Completion anticipated in 2026
Pedestrian & Bikeways	Arterial Pedestrian Hybrid Beacons		Completion anticipated in 2026
Capital Improvements	Sprague and Alki/Broadway G&O		Completion anticipated in 2026
Capital Improvements	Sunset Highway Path – Spotted to Royal		Completion anticipated in 2026
Capital Improvements	Wellesley Ave. - Maple to Division Chip Seal		Completion anticipated in 2026
Capital Improvements	Wellesley – Freya to Havana		Completion anticipated in 2026
Capital Improvements	US 195/Meadowlane J-turn		Completion anticipated in 2026
Pedestrian & Bikeways	High Visibility Crosswalks		Completion anticipated in 2026
Pedestrian & Bikeways	Spokane School Walk Routes		Completion anticipated in 2026

**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2027-2032)**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community, Education & Promotion	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Comprehensive Plan Chapter 4 Policies TR:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Monroe St. Bridge Rehab						X	X	X		X						X			X				X
Riverside-1st Ave.-Sprague Bridge Decks Rehab						X	X	X		X						X			X				X
Grand Blvd. - 13th to 29th G&O	X	X			X	X	X	X		X			X	X	X	X			X	X			X
Centennial Trail Study	X			X	X					X			X	X	X				X	X			X
Alberta - Gordon to Longfellow Sidewalk	X			X	X					X				X	X				X	X			X
Mission - Napa to Greene G&O	X	X			X	X	X	X		X						X			X	X			X
Crestline St. - Illinois to Francis Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Ash/Maple/Monroe G&O	X	X			X	X	X	X		X						X			X	X			X
29th Ave./Sprague G&O	X	X			X	X	X	X		X						X			X	X			X
Driscoll - Garland to Wellesley Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Nevada / Magnesium Intersection Improvements	X	X	X				X	X	X	X			X	X	X				X	X			X

**Transportation
Commission
Public Comments
Received
2/18/2026 to
3/10/2026**

King, Emily

From: Steve Berde <steveberde@gmail.com>
Sent: Thursday, February 19, 2026 3:26 PM
To: Transportation Commission
Subject: safe streets and more

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks for the opportunity to comment on the safe streets discussion. As a downtown resident for the past 20 plus years my wife and I walk most everywhere except for our periodic trips to Costco.

I'd like to make a few comments on the pedestrian vs automobile situation in Spokane. Its no secret that since the Covid epidemic automobile drivers have become more aggressive, less courteous and drive more recklessly than before Covid. Moreover, there are more drivers and most of all to my thinking the best problem is the lack of law enforcement dealing with traffic infractions.

Its no secret Spokane PD has given up or greatly reduced its traffic enforcement department due to the claim of either not having enough officers to dedicate bodies to traffic or for lack of financial resources available to maintain an active traffic enforcement program. Whatever the case it clearly shows that Spokane isn't doing what it should to safeguard pedestrians and drivers from the perils of being on the road whether walking bicycling or driving.

Stephen Berde
1224 W Riverside Ave
Spokane 99201

King, Emily

From: Jeff Lambert <ecojeff@me.com>
Sent: Wednesday, February 18, 2026 2:59 PM
To: Transportation Commission
Cc: BDS Admin
Subject: Testimony on the Thorpe Tunnel Project

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To: Transportation Commission
From: Jeff Lambert, Spokane Urban Nature

RE: Comments on the Thorpe Tunnels Study on the Transportation Commission Agenda 2/18/2026

1. The Thorpe Tunnels are dangerous under current traffic conditions. In addition, the access to 195 is also dangerous and confusing. While I travel this area frequently, I do not recommend others use this route. Please consider closing the Tunnels and directing all traffic west on Thorpe Rd and north on Assembly Rd to travel to Spokane. Improvements to both Thorpe and Assembly will be more cost effective and safe than directing traffic to 195. In addition, closing the tunnels would protect the wildlife corridor.
2. The wildlife corridor in the vicinity of the tunnels should be considered in the design of new tunnels. The corridor is a priority corridor established by Washington Dept of Fish & Wildlife. One may not realize the Fish Lake Trail functions as a migration corridor that is already protected. The FLT ROW varies in width from about 100' to 200'. I have examined the quality of the habitat in the corridor and found it to be remarkably biodiverse with habitat for large and small mammals, birds and insects. This corridor is a factor in climate resiliency for the area as it allows both plants and animals to migrate as moisture, temperature and other factors vary over time. As such design considerations should factor in protecting the corridor that extends north through High Bridge Park and south Cheney-Spokane Road and farther. There is considerable land owned by WSDOT and the City of Spokane that could be set-aside for the migration corridor. Note also that the Fish Lake Trail has a common boundary with the DNR-owned Thorpe Property at Marshall Road and 44th. The proposed connector over the active railroad from Qualchan Road to 44th is a better and more cost-effective solution to provide access west of the Fish Lake Trail and the tunnels can be downgraded immediately to west traffic only with limited improvements.
3. Trailhead to FLT: The FLT is at a much higher elevation than Thorpe Road at the Tunnels. While it appears there are trails going up to the trail from Thorpe Road, these are steep and may or may not be legal. A legal and safe access for pedestrians and bikers makes sense as part of the design. One should also consider a parking area for recreationists.

Thanks,

Jeff Lambert, 509-999-5100
Spokane Urban Nature
16 E. 39th Ave
Spokane, WA 99203

From: [Brian Royer](#)
To: [Martin, Abigail M.](#)
Subject: 27th & Ray
Date: Thursday, February 19, 2026 8:40:50 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Abbey, thank you for your presentation the other night at the Lincoln height neighborhood council. I represent Bethany Presbyterian church as chairman of our rebuilding team for the new project that includes 22 units of affordable housing. I wanted to clarify our perspective and why we were concerned about pedestrian safety there. These will be families, many of which are previously homeless and the Majority of which don't have cars. We expect there to be between 50 and 75 children living in the new apartments. crossing the street to go to the park for these children will be a major challenge. That's our concern.
Brian Royer, Rebuilding Team, Bethany Prebyterian church

King, Emily

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Friday, February 20, 2026 12:28 PM
To: BDS Admin; King, Emily
Subject: Re: FW: Transportation Commission Agenda Packet February 18th 2026

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Emily:

Hope you're having a great afternoon! Apologies for going a touch over time on my comment at the Transpo Commission meeting Tuesday - working hard to try and keep things tight but fail at times given the content. Work in progress!

With that, I wanted to provide the written portion of my comment for the record. I've attached it below and let me know if this is sufficient.

Thanks and have a great weekend!

Good afternoon Commissioners,

My name is Brian Muegge and I'm a Spokane resident and Chair of West Central Neighborhood Council's Traffic Safety Committee. I'm here to make some comments on the Thorpe Tunnel Study as a local citizen, conservationist, and traffic safety proponent.

I want to briefly clarify something that's referenced in the Thorpe Tunnel study description regarding a 1,000-home plat in the vicinity of the tunnels, as well as other developments being evaluated in the area. While a preliminary plat has been referenced (victory heights) and approved, it's important to note that this is not a final plat approval, and substantial conditions remain tied to transportation improvements and other requirements. Furthermore, given the community's recent strong response to the Thorpe Road DNR land exchange proposal adjacent to the victory heights PLAT, it's clear that there is significant public concern about the scale and cumulative impact of further development in this corridor. I think that broader context matters as the commission evaluates long-term transportation decisions.

As you consider alternatives for the Thorpe tunnel corridor, I would encourage you to look at this holistically. This is not only a mobility question — it's also about habitat connectivity and water protection. The Thorpe corridor functions as one of the few remaining north-south wildlife linkages between the High Drive bluff system and High Bridge Park, and it also intersects the Fish Lake Trail corridor. This area also appears in WDFW mapping as priority habitat given its ecological connectivity to the Turnbull Nat'l Refuge to the south, and maintaining wildlife habitat connectivity across the Latah Valley should be treated as a core design parameter.

In addition, The County's draft Best Available Science review for the Critical Areas Ordinance update identifies portions of this area as high aquifer susceptibility within a Critical Aquifer Recharge Area. That groundwater ultimately contributes to baseflows in the Hangman Creek watershed, where there are ongoing tribal, state, and federal restoration efforts focused on water quality improvement and long-term salmonid recovery. If tunnel modifications or roadway expansion are considered, I respectfully ask that alternatives include explicit evaluation of impervious surface impacts, stormwater infiltration strategies, and long-term recharge and

contamination risk, so that transportation decisions here do not undermine broader watershed restoration investments.

It may also be worth evaluating whether improvements west to Assembly and north to Sunset could meet mobility needs in a way that reduces fragmentation of both the wildlife corridor and aquifer recharge areas that are much more economical for the city than what is being proposed in this tunnel survey.

I ask that as this study advances, transportation solutions are evaluated with safety, wildlife connectivity, groundwater protection, and community context all considered together - not solely for expanding sprawling, low density, and expensive real estate in some of the last critical habitat areas on the fringe of the urban growth boundary.

Thank you for your time.

Brian

Brian Antonio Muegge (Pronounced "MEG-e")

Gonzaga University 16' - Go Zags!

Cell: 509-508-1563

On Tue, Feb 17, 2026 at 10:57 AM BDS Admin <erabdsadmin@spokanecity.org> wrote:

There has been an additional update to the Transportation Commission agenda packet. The updated packet can be viewed on the [Transportation Commission webpage](#).

Thank you,



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: BDS Admin <erabdsadmin@spokanecity.org>
Sent: Tuesday, February 17, 2026 9:32 AM
Subject: FW: Transportation Commission Agenda Packet February 18th 2026

Good morning,

There has been an update to the Transportation Commission agenda packet. The updated packet can be viewed on the [Transportation Commission webpage](#).

Thank you,



Emily King | Office Clerk Specialist | Planning & Economic Development

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



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From: BDS Admin <erabdsadmin@spokanecity.org>
Sent: Wednesday, February 11, 2026 12:01 PM
Subject: Transportation Commission Agenda Packet February 18th 2026

The next Transportation Commission meeting will be held Wednesday, February 18th, 2026. The meeting will be held in hybrid format. You can join the meeting online using the link in the agenda packet, or in-person in the City Council Chambers, City Hall Lower Level, 808 W. Spokane Falls Blvd, Spokane, WA. The meeting will begin at its regular time, 4:00 pm. The agenda, virtual links, and supporting materials can found on the [Transportation Commission webpage](#).

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 267 627 097 893 8

Passcode: TP3uJ75Z

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 812 799 0

[More info](#)

Thank you,



Amanda Brown | Office Clerk Specialist | Development Services

509.625.6300 | bdsadmin@spokanecity.org | my.spokanecity.org



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Development Services Center is open Monday, Tuesday, Thursday, Friday 8 am – 5 pm and Wednesday 11am-5:00pm in person, [online](#) or over the phone at 509.625.6300

King, Emily

From: Snyder, Jon
Sent: Monday, March 2, 2026 2:09 PM
To: Bjordahl, Mike; laken3756@gmail.com
Cc: BDS Admin
Subject: RE: Needs

Hi Ken,

Just to confirm, I am in receipt of this concern. I am not aware of a project forthcoming for this intersection. We are currently soliciting suggestions for the next round of traffic calming projects. You are welcome to submit it here:

[Home](#)

Scroll down to the Safe Streets Survey (Traffic Calming) button and follow the prompts.



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: Monday, March 2, 2026 2:01 PM
To: laken3756@gmail.com
Cc: Snyder, Jon <jsnyder@spokanecity.org>; BDS Admin <erabdsadmin@spokanecity.org>
Subject: Re: Needs

Hello Ken,

Thank you for reaching out and sharing your concerns about the crash history you've experienced at the Nevada/Westview intersection.

As a volunteer Transportation Commissioner, I don't have the complete details on this intersection and do not recall seeing it on a list of potential future projects. However, I'm including Jon Snyder, the City's Director of Transportation and Sustainability, in this communication so that it will be on our radar for future discussion.

Thank you again for bringing this to our attention. The Transportation Commission's role is to advise and make recommendations to the Mayor and City Council on projects like this, and hearing from residents is an important part of that work.

Sincerely,

Mike Bjordahl

From: Laurence Lee <laken3756@gmail.com>
Sent: Thursday, February 26, 2026 6:29 PM
To: Bjordahl, Mike <mbjordahl@spokanecity.org>
Subject: Needs

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Honorable Councilman

Please consider a traffic light or round about st the intersection of Nevada and Westview. I ride para transit to Dialysis three days a week and have seen three bad accidents on that intersection in past three years. Thank you.
Ken Lee
7111 N Helena St.

Sent from my iPhone

King, Emily

From: Rob McKirdie <roberto.mckirdie@gmail.com>
Sent: Saturday, March 7, 2026 6:29 AM
To: Transportation Commission
Subject: East Francis Traffic Calming

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I am writing to you to find out how I might go about getting included in the traffic calming program. I live on east Francis Ave between Nevada and Crestline. Due to the wide nature of the road and potentially the lack of speed limit signs and enforcement people tend to drag race through this section of road. I know in the last 7 years I have lived here I can recall at least three accidents and one fatality. Please let me know what steps I can take to submit to this program.

Thank you,

-Rob McKirdie-

King, Emily

From: Andrew Gorton <andrewg@rockwoodretirement.org>
Sent: Tuesday, March 10, 2026 3:53 PM
To: Transportation Commission
Cc: Andrew Gorton
Subject: Rockwood Retirement Communities Project Requests
Attachments: Rockwood Retirement Project requests.pdf

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To: Spokane City Traffic Commission for inclusion in Agenda for March 18, 2026 Meeting

Project 1: SE BLVD. and 25th Avenue

Submitting –

Andrew Gorton, VP of Operations Rockwood Retirement Communities

2903 E. 25th Avenue

Spokane, WA 99223

509-536-6657

andrewg@rockwoodretirement.org

On behalf of the residents and staff of Rockwood South Hill, and with encouragement from LHNC.

Rockwood South Hill is a 90 acre Continuing Care Retirement Community (CCRC) that opened in 1960. The community serves over 500 residents who live independently and in assisted living and skilled nursing settings. We also employ another 400 staff members. There are two exits off the property into the surrounding neighborhoods. West on 25th Avenue onto Southeast BLVD, and East from the Snowberry Gate onto Ray Street. This submittal focuses on the 25th Ave/SE BLVD. exit. A left turn from 25th to SE is especially challenging, as the traffic both directions on this street has increased dramatically over the last 10 years. 15 or more years ago an island and south bound turn lane was installed. This does help, though many drivers seemed to be confused by the concept of merging, and instead stop in the lane and wait for traffic to clear first. It is extremely difficult, especially when dark, to gauge the speed of drivers in the northbound lane. Speeding is an issue.

The concern with this intersection is a topic commonly voiced by both our residents and staff. A solution would be an enormous relief to our entire community. We've had discussions with City traffic planners in the past, as we anticipate adding more house, and a round a bout was mentioned as a possible solution.

Rockwood is willing to participate in the solution, whatever that may be.

Project 2-Snowberry and Ray Street

Submitting –

Andrew Gorton, VP of Operations Rockwood Retirement Communities
2903 E. 25th Avenue
Spokane, WA 99223
509-536-6657
andrewg@rockwoodretirement.org

On behalf of the residents and staff of Rockwood South Hill, and with encouragement from LHNC.

Rockwood South Hill is a 90 acre Continuing Care Retirement Community (CCRC) that opened in 1960. The community serves over 500 residents who live independently and in assisted living and skilled nursing settings. We also employ another 400 staff members. Our one other exit from the community is on the east side of property and exits through a gate onto Ray Street. This is a resident only accessed gate, but is heavily used. Turning left onto Ray Street is very challenging due to heavy traffic on Ray Street. Community will continue to grow, and exit traffic increase. Similar issues to SE BLVD, judging the speed of on-coming traffic, except from two directions instead of one.

The Lincoln Heights Neighborhood Council strongly advocated for funding for a pedestrian hybrid beacon at Ray/23rd or Ray/24th for 2027. We are hoping this will benefit the exit off of Rockwood property in some way.

Rockwood is willing to participate in the solution, whatever that may be.

Also, please see attached diagram for locations of both project requests.

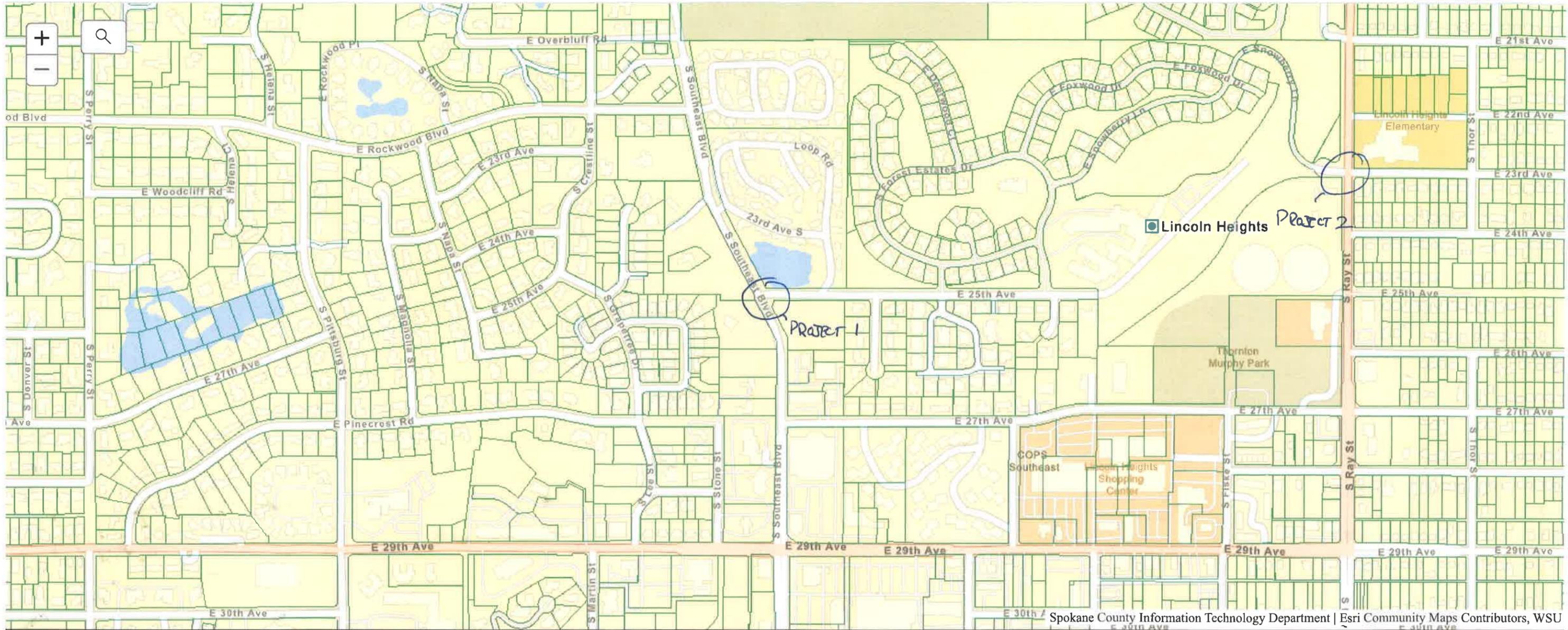
Respectfully submitted,

Andrew Gorton
Vice President of Operations



Rockwood Retirement Communities
2903 E. 25th Avenue
Spokane, WA 99223
T 509-536-6657
F 509-536-6662

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Spokane County Information Technology Department | Esri Community Maps Contributors, WSU

- Tax Parcels
- Districts
- Permits
- Zoning
- Parcel History