



## Transportation Commission Agenda

Regular Meeting  
Wednesday, April 15, 2026  
4:00 PM

Hybrid - Council Chambers / Microsoft Teams  
808 W Spokane Falls Blvd, Spokane, WA 99201  
**Virtual Meeting Link - See page two for information**

**TIMES GIVEN BELOW ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE**

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### Briefing Session – 4:00-4:20

1. Roll Call – Staff
2. **Public Comment Period** – Public is invited to comment on related topics other than agenda items scheduled for public hearings (2 minutes max each comment)
3. Approve **3/18/2026** meeting minutes – All
4. President Report – Grant Shipley
5. Secretary Report – Jon Snyder
6. Additional Reports, if requested - Liaisons
7. Approval of current agenda – All

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### Workshops: (All times below are approximate)

1. 4:20 – 4:35 **TBD 2027 Project Selection** (Chris Cafaro)
2. 4:35 – 4:50 **TBD 2027 Sidewalk Project Selection** (Kevin Picanco)
3. 4:50 – 5:15 **Cycle 15 Traffic Calming Community Submissions** (Jon Snyder)

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### Hearings: (All times below are approximate)

1. 5:15 – 5:40 **\*6-Year Street Plan Consistency Review** (Kevin Picanco)
2. 5:40 – 6:00 **\*Shared Streets Ordinance** (Jon Snyder/Inga Note/Colin Quinn-Hurst)

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**Adjournment: The next regularly scheduled TC meeting will be Wednesday, May 20, 2026.**

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

\*Items denoted with an asterisk may include final action taken by the Commission. Written public testimony will be accepted at [transportationcommission@spokanecity.org](mailto:transportationcommission@spokanecity.org) on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The 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](mailto: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 Teams Meeting Information

Wednesday, April 15, 2026

The Transportation Commission meeting will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

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## 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](mailto:cityofspokane@m.webex.com)

Video ID: 115 812 799 0

[More info](#)

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### How to participate in virtual public testimony for hearing items:

## [SIGN UP](#)

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

The form will be **open from 8:00am on 4/8/2026, until 3:00 p.m. on 4/15/2026**. When it is your turn to testify, the Transportation Commission President will call your name, and you can begin your testimony. You will have 2 minutes to speak.

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Please note that public testimony 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](mailto:transportationcommission@spokanecity.org). Written public testimony will be accepted on hearing items up to one hour prior to the start of the meeting.

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

# Spokane Transportation Commission – Draft Minutes

**Wednesday, March 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.

- None

## **Attendance for Transportation Commission Workshop:**

- Commission Members Present: Grant Shipley, Rhonda Young, Mike Bjordahl, Raychel Callary, Joni Harris, Dylan Jouliot, Lauren Pangborn
- Commission Members Not Present: Kaylee Jackman
- Non-Voting Members Present: STA, SRTC, WSDOT, SRHD, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not present: PBIA East Sprague, Downtown Spokane Partnership, U District, NEPDA, S3R3 Solutions, Spokane Public Schools
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Clint Harris, Inga Note, Colin Quinn-Hurst, Kevin Picanco, Abbey Martin, Nicole White, Matthew Cozza, Marlene Feist, Tyler Kimbrell, Sebastian Pedinielli

**Minutes:** Minutes from 2/18/2026 approved unanimously.

## **Briefing Session:**

- **Commission President Report – Grant Shipley**
  - Grant mentioned that the Transportation Commission is going to lose this timeslot in Council Chambers, and encouraged commissioners to think about other options that will work.
  - Commissioners have some lists to review before the next meeting.
- **Secretary Report – Jon Snyder**
  - Jon reported that since the Transportation Commission last met, City Council took final action to move their meeting dates. There could be availability on Tuesdays or Thursdays at this same time slot, 4-6pm in Council Chambers. Commissioners said that Thursdays would work better. This change would take place in July.
  - At the last meeting, we discussed potentially skipping a summer meeting in July or August. We can tentatively plan not to cancel a meeting but can look into doing a field trip instead.
  - The Transportation Benefit District (TBD) will be presented in April, then we'll take May to visit sites and determine priority streets and hold the final vote in June. This will be a change from last year.

**Current Agenda:** The current agenda was approved unanimously.

## **Workshops:**

- Market/Haven Conversion Study
  - Presentation provided by Rhonda Young and Gonzaga students: Eider Schantz, Karlynn Kenny, Baila Burnam and Alex Willis

- Questions asked and answered.
  - Discussion ensued.
- Summer Arterial Street Maintenance Update
  - Presentation provided by Clint Harris
  - Questions asked and answered.
  - Discussion ensued.
- Traffic Calming Projects: Network & DOWL List
  - Presentation provided by Jon Snyder, Inga Note, Colin Quinn-Hurst
  - Questions asked and answered.
  - Discussion ensued.
- 6-year Street Plan Update
  - Presentation provided by Kevin Picanco
  - Questions asked and answered.
  - Discussion ensued.

Meeting Adjourned at 5:46 PM.

Next regularly scheduled Transportation Commission meeting will be held on 4/15/2026.

**BRIEFING PAPER: Transportation Benefit District Project Selection 2026**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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**Subject:**

Transportation Benefit District project selection in 2026, for maintenance projects to be completed in 2027.

**Background:**

One of the main responsibilities of the Transportation Commission is to serve as the advisory board for the TBD. The City uses TBD funds for grind and overlay and chip seal preservation projects on local access street. Ten percent of TBD funds are also used for sidewalks.

**Relationship to Plans/Actions:**

Keeping streets in good repair support the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Vision Zero safety plan.

**Timeline/ Further Action:**

Commissioners will be briefed on potential project streets in this meeting. Commissioners will visit potential project streets during the month of May, and then return to vote on a final project list at the June meeting.

Enter "2027" in  
this Column For  
Calculation

CDist	ProjType	ProjName	AreaYd	SegMi	LnMi	AVG PCI	AVG Age	Matrix	\$/yd	Cost
1 - NE	Chip	Napa - Rowan to Francis	43,871	2.45	4.91	62.6	54.5	4.9	\$18.00	\$789,680
1 - NE	Chip	Courtland/Thor Et Al	32,895	1.67	3.34	69.4	46.4	3.8	\$18.00	\$592,112
1 - NE	Chip	Cincinnati/Dalton Et Al	18,960	1.08	2.15	64.9	45.1	3.6	\$18.00	\$341,280
1 - NE	Chip	Kiernan - Division to Addison	27,398	1.52	3.04	73.6	49.4	3.0	\$18.00	\$493,160
1 - NE	Chip	Longfellow/Myrtle Et Al	39,501	2.20	4.40	85.2	24.5	1.6	\$18.00	\$711,012
1 - NE	Grind	Ash - 5th to 3rd	2,080	0.14	0.27	34.5	83.1	8.2	\$78.00	\$162,240
1 - NE	Grind	Lidgerwood - Sharp to Mission	6,044	0.15	0.30	34.5	76.0	7.8	\$78.00	\$471,467
1 - NE	Grind	Dalton - Nevada to Morton	2,233	0.13	0.25	36.0	78.6	7.8	\$78.00	\$174,200
1 - NE	Grind	Sanson - Addison to Cincinnati	4,393	0.25	0.50	31.5	68.5	7.8	\$78.00	\$342,680
1 - NE	Grind	Gordon - Crestline to Cook	5,172	0.25	0.50	37.0	78.9	7.7	\$78.00	\$403,433
1 - NE	Grind	Pacific - Washington to Division	8,620	0.32	0.63	43.2	89.1	7.6	\$78.00	\$672,360
1 - NE	Grind	Crown - Addison to Perry	10,987	0.62	1.25	38.4	79.1	7.6	\$78.00	\$856,960
1 - NE	Grind	Desmet - Napa to Lee	2,467	0.14	0.28	34.0	68.3	7.5	\$78.00	\$192,400
1 - NE	Grind	Astor - Indiana to Montgomery	9,036	0.23	0.45	40.7	78.3	7.3	\$78.00	\$704,843
1 - NE	Grind	Marshall - Mission to Crestline	6,507	0.28	0.55	46.0	60.7	5.9	\$78.00	\$507,520
1 - NE	Grind	Marshall - Cook to Regal	7,053	0.30	0.60	72.3	57.0	3.7	\$78.00	\$550,160
1 - NE	Grind	Marshall - Crestline to Cook	6,827	0.29	0.58	73.8	41.2	2.6	\$78.00	\$532,480
1 - NE	Grind	Marshall - Regal to Green	4,964	0.21	0.42	69.0	47.7	2.3	\$78.00	\$387,227
2 - S	Chip	9th Av from Cannon to Maple Et Al	23,680	1.20	2.41	74.4	44.8	3.4	\$18.00	\$426,236
2 - S	Chip	30th to 33rd from Freya to Havana	44,275	2.14	4.27	63.4	35.2	3.3	\$18.00	\$796,944
2 - S	Chip	35th from Freya to Havana Et Al	44,922	2.52	4.03	77.5	34.8	2.1	\$18.00	\$808,600
2 - S	Chip	River Ridge	48,121	2.19	4.37	85.7	19.0	1.2	\$18.00	\$866,184
2 - S	Grind	Rebecca - 4th to Hartson	3,330	0.19	0.38	22.3	85.6	9.5	\$78.00	\$259,740
2 - S	Grind	Tacoma - 17th to 14th	3,250	0.18	0.37	25.0	85.8	9.3	\$78.00	\$253,500
2 - S	Grind	26th - Garfield to Ivory	4,341	0.28	0.55	36.3	96.7	8.7	\$78.00	\$338,624
2 - S	Grind	9th - Thor to Freya	2,193	0.12	0.25	24.0	68.7	8.5	\$78.00	\$171,080
2 - S	Grind	13th/Ferris - Grand to 14th	3,133	0.27	0.53	38.3	95.6	8.4	\$78.00	\$244,400
2 - S	Grind	28th - Garfield to Perry	6,594	0.39	0.78	29.5	77.8	8.4	\$78.00	\$514,332
2 - S	Grind	Mcclellan - 7th to Pacific	3,642	0.22	0.44	26.7	65.4	8.1	\$78.00	\$284,050
2 - S	Grind	20th - Lincoln to Oneida	3,131	0.22	0.44	32.5	75.5	8.0	\$78.00	\$244,192
2 - S	Grind	11th - Southeast to Arthur	3,267	0.19	0.37	27.0	60.6	7.8	\$78.00	\$254,800
2 - S	Grind	Cowley - 13th to 12th	722	0.06	0.12	41.0	62.6	6.5	\$78.00	\$56,333
3 - NW	Chip	Waverly - Post to Division	54,743	2.88	5.76	63.9	56.5	4.1	\$18.00	\$985,378
3 - NW	Chip	Everett - Belt to Ash Et Al	27,277	1.33	2.66	79.3	34.7	1.7	\$18.00	\$490,980
3 - NW	Chip	Wabash - Belt to Ash Et Al	27,019	1.33	2.65	72.2	41.0	2.8	\$18.00	\$486,350
3 - NW	Chip	Deschutes from Tucannon to Excel Et Al	50,496	2.39	4.78	78.3	31.5	1.5	\$18.00	\$908,928
3 - NW	Grind	Milton - Garland to Lacrosse	2,627	0.15	0.30	27.7	82.4	8.9	\$78.00	\$204,880
3 - NW	Grind	Lindeke/Milton Et Al	9,941	0.51	1.03	24.0	73.6	8.8	\$78.00	\$775,363
3 - NW	Grind	Nora - Calispel to Normandie	1,227	0.07	0.14	21.0	63.6	8.6	\$78.00	\$95,680
3 - NW	Grind	Whitehouse - Wellesley to Queen	4,397	0.25	0.50	28.0	71.0	8.2	\$78.00	\$342,940
3 - NW	Grind	Lincoln - F to 5 mile	2,600	0.22	0.44	19.0	30.0	8.1	\$78.00	\$202,800
3 - NW	Grind	Dalton Av - Maple to Post	10,912	0.52	1.03	44.8	76.2	8.0	\$78.00	\$851,136
3 - NW	Grind	Moore - Rowan to Decatur	8,507	0.48	0.97	26.7	61.2	7.9	\$78.00	\$663,520
3 - NW	Grind	Alice - Lincoln to Stevens	5,458	0.30	0.60	34.3	75.7	7.9	\$78.00	\$425,750
3 - NW	Grind	Main - Elm to Maple	3,323	0.19	0.38	26.5	59.1	7.8	\$78.00	\$259,220
3 - NW	Grind	Hoffman - Rustle to G	7,580	0.43	0.86	33.7	73.1	7.8	\$78.00	\$591,240
3 - NW	Grind	Braeburn/Midwick Et Al	8,463	0.44	0.89	42.5	68.9	6.7	\$78.00	\$660,140

North East	South	North West	Grind Totals	ChipSeal Totals
Cost	Cost	Cost		
\$0	\$0	\$0	\$0	\$0

**Instructions:**  
Enter "2027" in the first Column to Select project  
Select one Chipseal per district + Grind projects up to Approx 1 Million  
Costs will be automatically totaled for each District

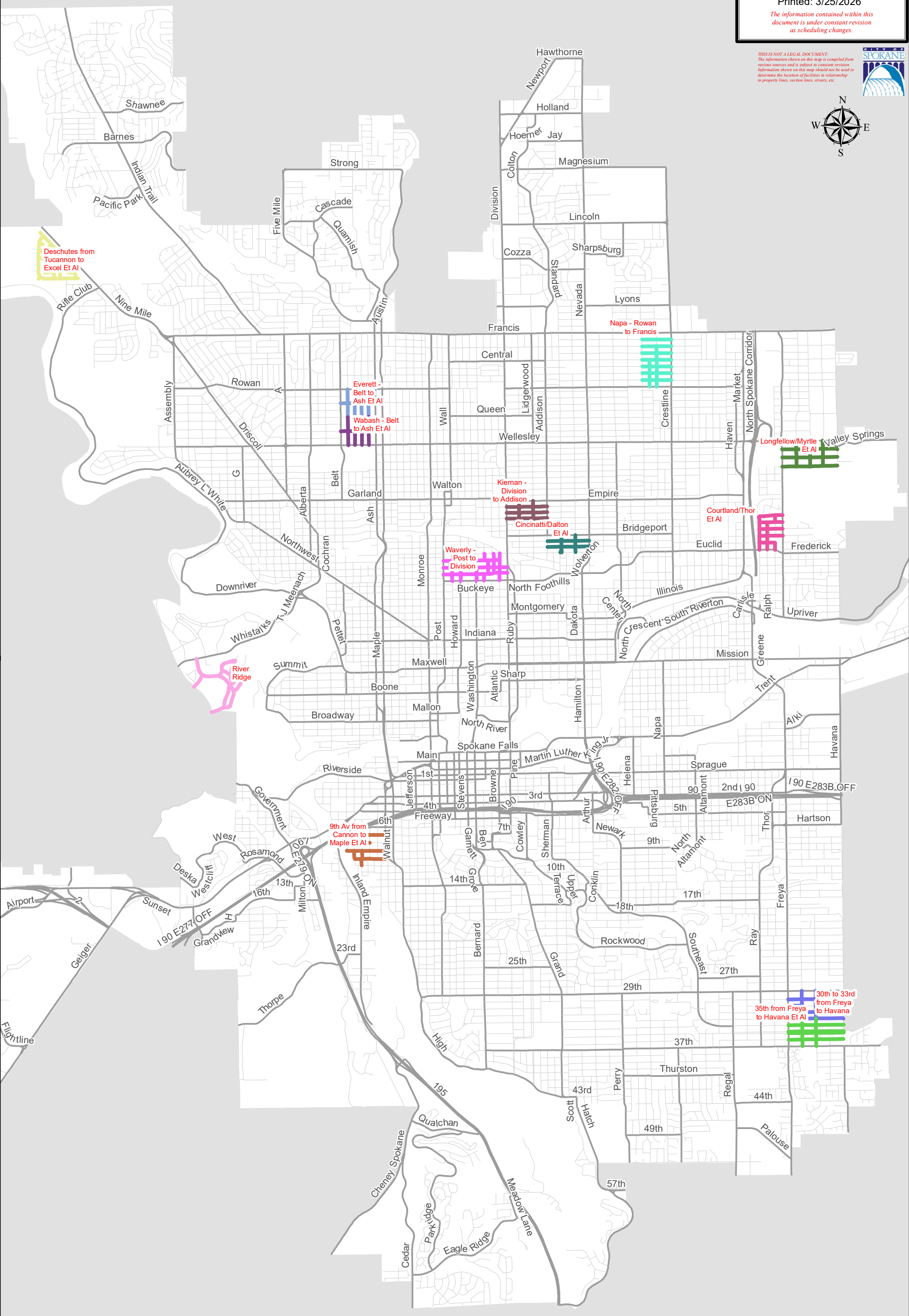
Note: Yellow hilghted Projects recent Citizen Concerns

# Local Access proposed Chip Seal

Printed: 3/25/2026

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

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.

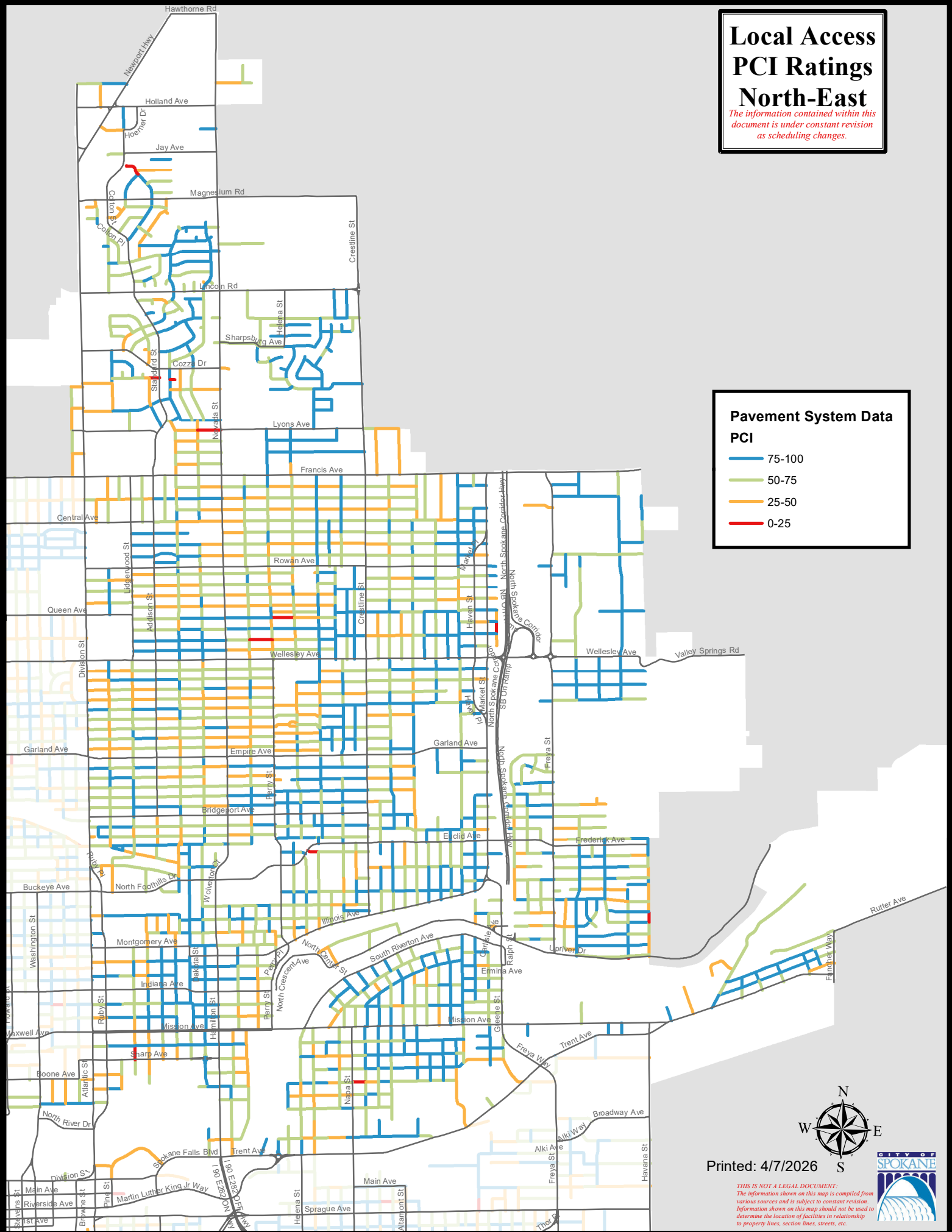


# Local Access PCI Ratings North-East

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

**Pavement System Data  
PCI**

- 75-100
- 50-75
- 25-50
- 0-25



Printed: 4/7/2026

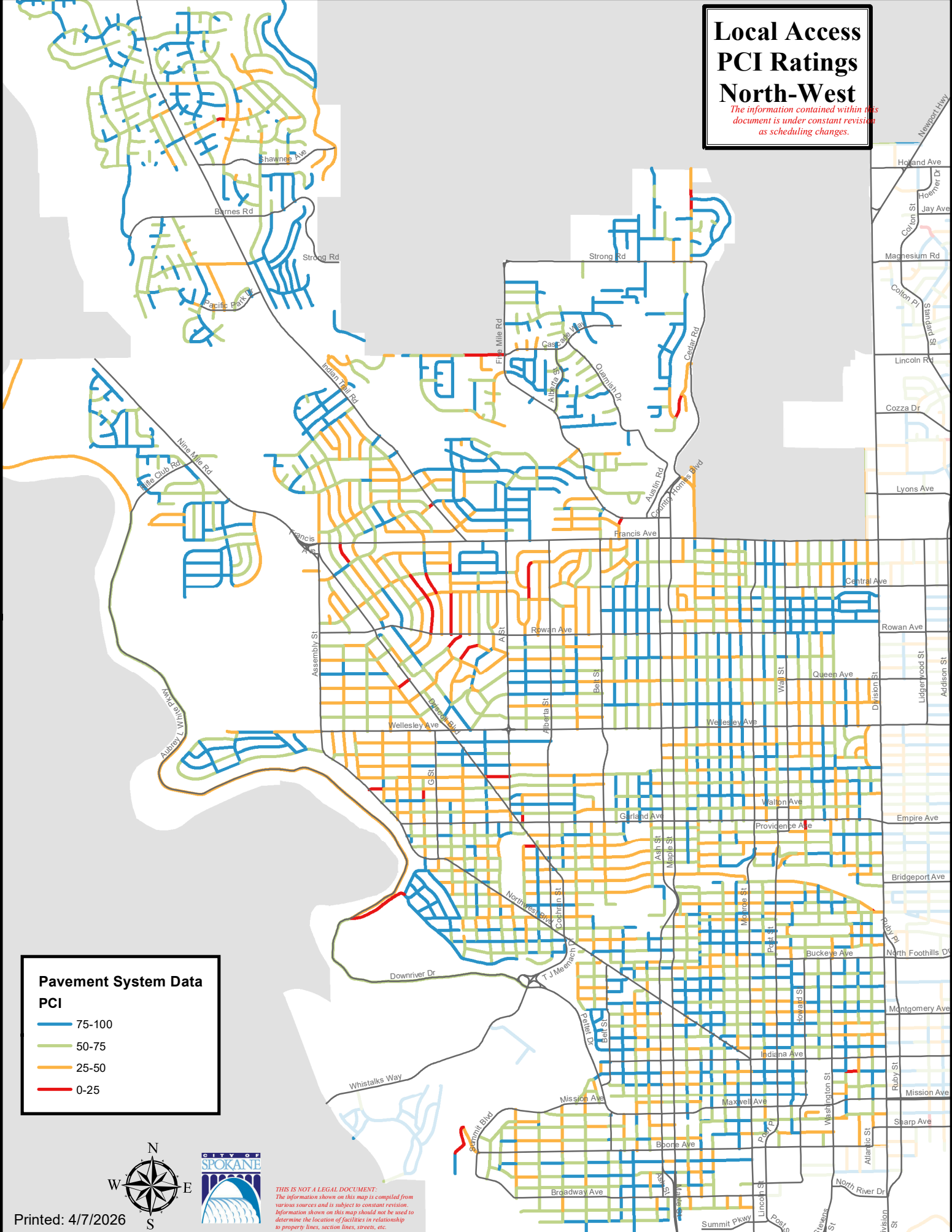


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# Local Access PCI Ratings North-West

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**Pavement System Data**

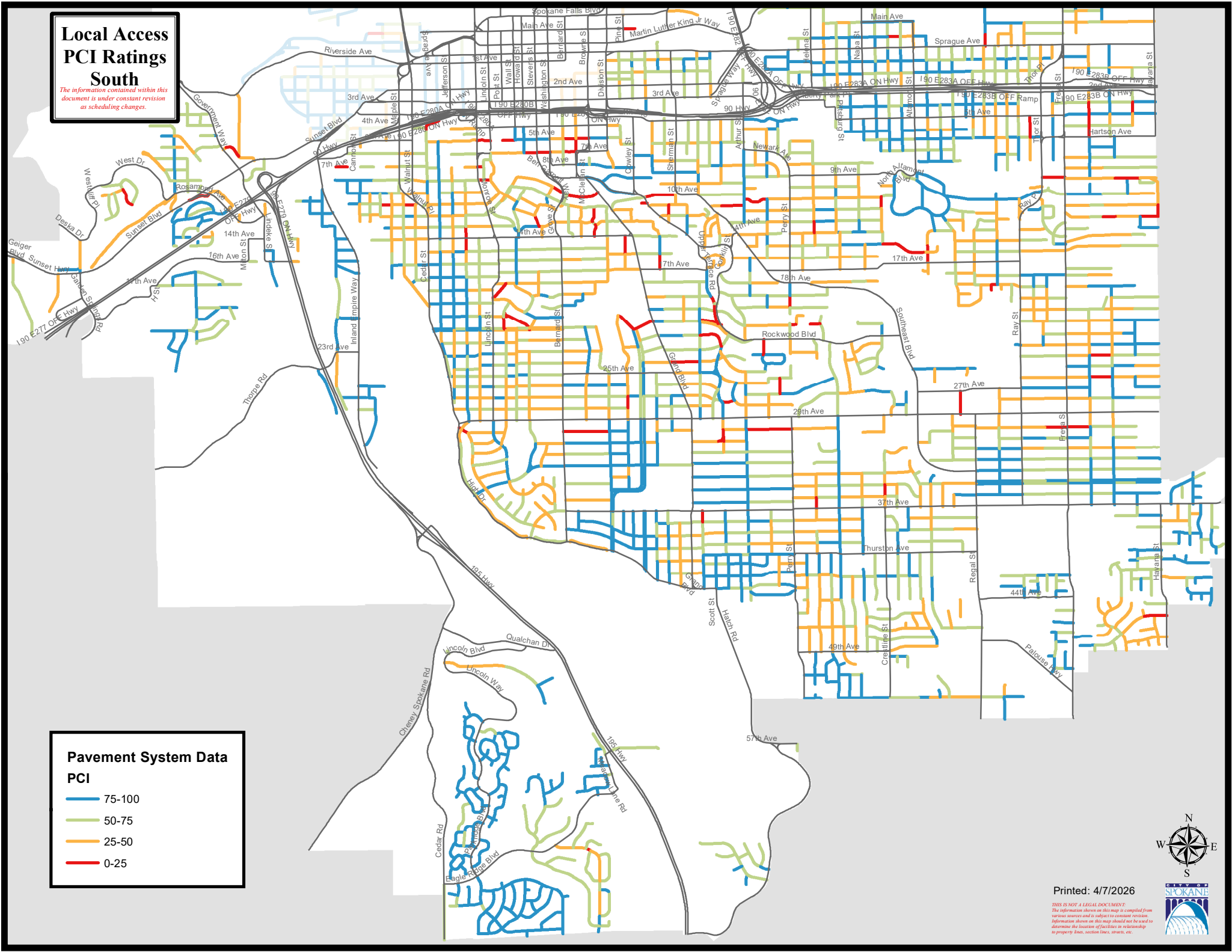
**PCI**

- 75-100
- 50-75
- 25-50
- 0-25



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**Local Access  
PCI Ratings  
South**  
*The information contained within this document is under constant revision as scheduling changes.*



**Pavement System Data  
PCI**

- 75-100
- 50-75
- 25-50
- 0-25



Printed: 4/7/2026

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**BRIEFING PAPER: TBD Sidewalk Program – Location Selection**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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**Subject:**

Transportation Benefit District – Sidewalk Program project selection in 2026, for 2027 construction.

**Background:**

One of the main responsibilities of the Transportation Commission is to serve as the advisory board for the TBD. The Citizen's Transportation Advisory Board (CTAB) previously satisfied this function.

A portion of the TBD funds, 10% or more, are earmarked for sidewalk construction, equating to approximately \$350,000 annually. Funding has generally been applied to a single sidewalk infill project location and approximately one project is constructed annually.

Historically, there has been an ongoing list of project locations that were considered annually for project selection.

**Relationship to Plans/Actions:**

Sidewalk infill construction supports several goals and policies of Comprehensive Plan Chapter 4 – Transportation.

**Timeline/ Further Action:**

Commissioners will be briefed on the historical approach and principles in selecting and delivering TBD funded sidewalk projects and highlight recently completed TBD sidewalk projects. In this meeting Commissioners will also be briefed on potential project locations for selection for design and construction. Commissioners may visit project locations and consider other prioritization information in April and May, and then return to vote on a final project selection at the June meeting.

**BRIEFING PAPER: Traffic Calming Selection Process 2026 Update with Community  
Project Suggestions  
City of Spokane  
Transportation Commission  
4/15/2026**

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**Subject:**

Process for selecting traffic calming projects 2026 (for cycle 15 construction). This update covers community suggested projects.

**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. This process can also be used for 2029 construction projects, as we expect the process to result in more high-quality projects than we have funding for in a single year. 2029 projects could be finalized in next year. It is expected the City will have approximately \$3.2M total for Cycle 15.

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

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

The Call for community projects came through the My 311 Traffic Safety Survey from February and March. An entire list of community suggested projects will be available on the Transportation Commission's website ([Transportation Commission - City of Spokane, Washington](#)) in a file called "Candidate Projects" under the "Presentations" tab.

Details on community suggested projects:

My 311 Survey Submissions (329 total):

District 1: 90  
District 2: 148  
District 3: 91

74 submissions excluded from analysis (out of scope, already funded, Code Enforcement issues, Spokane Police Issues, etc...).

**BRIEFING PAPER: Traffic Calming Selection Process 2026 Update with Community  
Project Suggestions  
City of Spokane  
Transportation Commission  
4/15/2026**

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143 unique locations considered

By District:

D1: 60  
D2: 80  
D3: 77  
D1/D2: 1  
D1/D3: 6

**Relationship to Plans/Actions:**

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

**Timeline/ Further Action:**

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

BRIEFING PAPER  
Transportation Committee  
Integrated Capital Management  
April 15, 2026

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Subject

2027 - 2032 Six-year Comprehensive Street Program Proposed New Project Additions

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 Plan Commission. The Plan Commission then makes a recommendation to the City Council as to the program's consistency with the Comprehensive Plan. The City Council then accepts or modifies the plan accordingly.

Each new project to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of applicable Transportation goals and policies (TR's). Staff have prepared an assessment of new projects to be added to the program, and seek a Transportation Commission recommendation to Plan Commission regarding program compliance. Staff have prepared an assessment and will seek a recommendation to the City Council regarding program compliance. Drafts of the project reconciliation list of new projects and assessment of the new projects' comprehensive plan consistency are attached.

Impact

Staff will present a draft assessment of new projects being brought into the 2027 – 2032 6-Year Comprehensive Street Program. The assessment includes a review of each project for consistency with the transportation chapter goals and policies of the comprehensive plan.

Action

Seeking recommendation to the Plan Commission:

New projects being added to the 2027-2032 6-Year Comprehensive Street Program are consistent with the comprehensive plan.

## 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.	
<i>Bridge Rehabilitation 2029</i>	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	<b>\$4.3M</b>
<i>Bridge Rehabilitation 2026/27</i>	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	<b>\$1.42M</b>
<i>Capital Improvements 2027/28</i>	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	<b>\$2.49M</b>
<i>Pedestrian &amp; Bike</i>	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	<b>\$400k</b>
<i>Pedestrian &amp; Bikeways 2027</i>	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	<b>\$810k</b>
<i>Steet Capital Maintenance 2028/29</i>	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	<b>\$1.52M</b>
<i>Steet Capital Maintenance 2028/29</i>	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	<b>\$1.1M</b>
<i>Steet Capital Maintenance 2028/29</i>	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	<b>\$6.96M</b>
<i>Steet Capital Maintenance 2028/29</i>	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	<b>\$5.12M</b>
<i>Steet Capital Maintenance 2027</i>	Driscoll - Garland to Rowan 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	<b>\$500k</b>
<i>Impact Fee 2028/29</i>	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	<b>\$1.1M</b>

**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
<b>Comprehensive Plan Chapter 4 Policies TR:</b>	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
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

CITY OF SPOKANE TRANSPORTATION COMMISSION

RESOLUTION APPROVING CONSISTENCY REVIEW FOR THE 6-YEAR STREET PROGRAM  
AND RECOMMENDING ADOPTION BY THE CITY COUNCIL

Resolution to the Spokane City Council in support of approving the consistency review of the 6-year Street Program Update 2027-2032 and recommending adoption.

WHEREAS, the purpose of the Transportation Commission is to provide advice and recommendations to the Mayor and City Council on the plans and programs necessary to achieve a safe and equitable multimodal transportation system consistent with the Comprehensive Plan, the policies of the City as adopted by the City Council, and within the parameters set forth in state and local law;

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

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

1. Approve the consistency review of the 6-year Street Program Update 2027-2032 and recommend adoption by the Spokane City Council as presented to the commission on April 15<sup>th</sup>, 2026.

ADOPTED by the Spokane Climate Resilience & Sustainability Board by a vote of \_\_ Ayes & \_\_ Nays on this 15th day of April, 2026.

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Grant Shipley, Transportation Commission Chair

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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**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 and again in February. This is the 3rd revision based on Commission comments. 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 supports this final draft of the ordinance they can vote to recommend the ordinance to the City Council. Next steps would include briefing the ordinance for consideration in the appropriate City Council committee.

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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**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 **60** days of designation if some elements in 12.08.071.C are yet to be installed.

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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- 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, **and a defined entrance or entrances are determined.**

**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.

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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**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.

<b>Street</b>	<b>Segment</b>
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.

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft  
City of Spokane  
Transportation Commission  
4/15/2026**

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PASSED by the City Council on \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Effective Date

**BRIEFING PAPER: Shared Streets Ordinance Workshop, 3rd & Final Draft**  
**City of Spokane**  
**Transportation Commission**  
**4/15/2026**

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TRANSPORTATION COMMISSION RECOMMENDATION No.: 2026- 003

CITY OF SPOKANE TRANSPORTATION COMMISSION  
RESOLUTION RECOMMENDING CITY COUNCIL SUPPORT FOR THE SHARED  
STREETS ORDINANCE

Resolution to the Spokane City Council in support of recommending the Shared Streets Ordinance.

WHEREAS, the purpose of the Transportation Commission is to provide advice and recommendations to the Mayor and City Council on the plans and programs necessary to achieve a safe and equitable multimodal transportation system consistent with the Comprehensive Plan, the policies of the City as adopted by the City Council, and within the parameters set forth in state and local law, and;

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

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

1. Recommend the Spokane City Council support the Shared Streets Ordinance as presented to the commission on April 15<sup>th</sup>, 2026.

ADOPTED by the Spokane Climate Resilience & Sustainability Board by a vote of \_\_ Ayes & \_\_ Nays on this 15th day of April, 2026.

\_\_\_\_\_  
Grant Shipley, Transportation Commission Chair

**Transportation  
Commission  
Public Comments  
Received  
3/11/2026 to  
4/17/2026**

## King, Emily

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**From:** Carol Tomsic <carol\_tomsic@yahoo.com>  
**Sent:** Sunday, March 22, 2026 1:11 PM  
**To:** Snyder, Jon; Martin, Abigail M.  
**Cc:** Wilkerson, Betsy; Dillon, Paul; Telis, Kate; Cathcart, Michael; Zappone, Zack; Klitzke, Kitty; Dixit, Sarah; Transportation Commission; Marilyn; Carol Landa-McVicker; Sally; Hamlin, Heather; Jeffrey Mergler; Winger, Clifford  
**Subject:** Lincoln Heights Neighborhood Council Resolutions for 2026 Safe Streets for All Traffic Calming Program  
**Attachments:** ResolutionOneSigned.pdf; ResolutionTwoSigned.pdf; ResolutionThreeSigned.pdf

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hello

Here are three traffic calming resolutions for the 2026 Safe Streets for All traffic calming program.

The resolutions were presented and voted/passed at our 3/17/26 neighborhood council meeting.

Thank you.

Carol Tomsic  
Chair, Lincoln Heights Neighborhood Council

please email a confirmation

Resolution for Traffic Calming at SE Blvd/25<sup>th</sup> Ave  
Resolution for Traffic Calming at Ray/23<sup>rd</sup>  
Lincoln Heights Neighborhood Council

WHEREAS the Lincoln Heights Neighborhood Council voted on 3/17/26 at their scheduled meeting to support a request for traffic calming at SE Blvd/25<sup>th</sup> Ave and Ray/23<sup>rd</sup>.

WHEREAS several residents of the Rockwood South Hill retirement community have met and discussed the hazardous traffic concerns at the two points of ingress/egress, a major safety concern for the residents. Mayor Lisa Brown and city council members Paul Dillon and Kate Telis got an email from resident Tom Mosher on 2/5/26 citing their concerns

WHEREAS the Lincoln Heights Neighborhood Council has received numerous complaints about the speed of traffic on SE Blvd, lane striping, and the necessity for a traffic study.

WHEREAS A mobile speed feedback sign was placed on S SE Blvd and E 25<sup>th</sup> Ave capturing northbound traffic from 8/25/25 to 9/5/25. Although the statistics are not considered 100 percent accurate it does 100 percent support a history of traffic concerns at the location.

WHEREAS an 83-year-old retired teacher, was struck and killed by a vehicle while walking on the sidewalk near SE Blvd/25<sup>th</sup> on 7/17/2020.

WHEREAS the safety of bicyclists, pedestrians and vehicles is a necessity on SE Blvd. The arterial connects Lincoln Heights, Rockwood, East Central, and Southgate neighborhoods.

WHEREAS traffic calming on Ray/23<sup>rd</sup> will keep the ingress/egress turn point at Rockwood South Hill retirement community safe and enhance the safety of our Cycle 14 funded PHB at the intersection of Ray/23<sup>rd</sup> or Ray/24<sup>th</sup>

NOW, THEREFORE, BE IT RESOLVED that Lincoln Heights Neighborhood Council supports a prioritization of traffic calming, including construction and/or quick build, at SE Blvd/25<sup>th</sup> and Ray/23<sup>rd</sup>.

IT IS FURTHER RESOLVED that Lincoln Heights Neighborhood Council also supports and appreciates its residents submitted concerns on this location to 311.

ADOPTED by the Lincoln Heights Neighborhood Council this 17 day of March, 2026.

Signed by Caul Brown Chair

Resolution to advocate for the 2022 DOWL list projects  
Lincoln Heights Neighborhood Council

WHEREAS the DOWL list traffic calming projects were selected by our residents at the 2020 workshop.

WHEREAS our council will continue to support all the traffic projects our residents selected and voted on by our residents at the 2020 workshops. The city-wide traffic calming projects were selected by neighborhood engagement and support from a consultation group.

WHEREAS our council will advocate for the prioritization and funding of our neighborhood traffic calming projects in the Draft Candidate Traffic Calming Projects Recommended for Consideration for Cycle 15 Spokane Safe Streets for All funding.

- Rockwood Retirement-Thornton Murphy Park Walk Path
  - Ray (17<sup>th</sup> to 29<sup>th</sup>) Widen Sidewalk
  - Ray Street turn restrictions on curve
- North Altamont/Woodfern intersection bumpouts and speed hump
  - 11<sup>th</sup> Avenue sidewalk infill

WHEREAS our council requests a DOWL list traffic calming project that was omitted on the Draft Candidate Traffic Calming Projects Recommended for Consideration in the Cycle 15 Spokane Safe Streets for All funding be included on the list.

- The 17<sup>th</sup> Avenue Corridor from Havana Street to Rockwood Boulevard recommended solutions that were not approved for funding or under construction

WHEREAS our council wants our neighborhood to be safe, walkable and bicycle friendly. We greatly appreciate our traffic calming priorities being selected and funded under the Safe Streets for All funding.

NOW, THEREFORE, BE IT RESOLVED that Lincoln Heights Neighborhood Council supports and advocates for the prioritization and funding of the DOWL list traffic calming projects in the 2026 Safe Streets for All traffic calming program.

IT IS FURTHER RESOLVED that Lincoln Heights Neighborhood Council also supports and appreciates its residents submitted concerns on these and other locations to 311.

ADOPTED by the Lincoln Heights Neighborhood Council this 17 day of March, 2026

Signed by Cassidy, Chair

Resolution for Traffic Calming at 27<sup>th</sup>/Ray  
Lincoln Heights Neighborhood Council

WHEREAS The Lincoln Heights Neighborhood Council voted on 3/17/26 at their scheduled meeting to support a request for traffic calming on 27<sup>th</sup>/Ray to be funded by the 2026 Safe Street for All traffic calming program.

WHEREAS Bethany Presbyterian Church in association with Proclaim Liberty will construct Bethany Village at 2607 S Ray Street, a 22 unit of affordable family housing that will include a sanctuary, fellowship hall, community kitchen, office, and multipurpose spaces.

WHEREAS Bethany Village will house approximately 60-80 low-income residents. Half of the units will serve homeless households, including refugees.

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

WHEREAS A safe crossing at 27<sup>th</sup>/Ray will provide a safe connection to Thornton Murphy Park and our district center shopping for our residents, including the future residents at Bethany Village.

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

WHEREAS a 'no left turn sign' westbound 27<sup>th</sup>/Ray' was a priority traffic concern at our 2022 traffic calming workshop, supporting the location has a history of traffic concerns.

NOW, THEREFORE, BE IT RESOLVED that Lincoln Heights Neighborhood Council supports a prioritization of traffic calming, including construction and/or quick build, at 27<sup>th</sup>/Ray to be funded under the 2026 Safe Streets for All traffic calming program.

IT IS FURTHER RESOLVED that Lincoln Heights Neighborhood Council also supports and appreciates its residents submitted concerns on this location to 311.

ADOPTED by Lincoln Heights Neighborhood Council this 17 day of March, 2026

Signed by Carmelena, Chair

**King, Emily**

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**From:** Karl Ayerle <karl\_ayerle@yahoo.com>  
**Sent:** Sunday, March 22, 2026 8:58 AM  
**To:** Transportation Commission  
**Cc:** Cathcart, Michael; Zappone, Zack; Klitzke, Kitty  
**Subject:** Immediate Action Needed – Dangerous Speeding on Royal Drive

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To whom it may concern,

I am a resident of Northwest Terrace and a father of two young boys. I am writing because the speeding on Royal Drive has become a serious and immediate safety hazard.

Vehicles are coming off the hill into our neighborhood at high speeds (35-45mph) on a regular basis. This is not occasional—it is constant. Drivers are treating this residential street like a pass-through, and it is only a matter of time before someone, especially a child, gets seriously injured or worse.

Families live here. Children are outside. This is not a roadway where excessive speed should ever be occurring, yet it happens daily.

Waiting years for consideration in a future cycle (2028–2029) is not acceptable given the current risk level. This situation warrants immediate attention and interim action.

I am requesting the following:

- Installation of traffic calming measures such as speed bumps
- A formal speed study as soon as possible
- Temporary enforcement or monitoring to address current behavior

If permanent infrastructure cannot be installed immediately, then temporary solutions should be implemented to slow traffic before an incident occurs.

Please take this concern seriously and act with urgency. Preventative action now is far better than reacting after a tragedy.

Karl Ayerle

509-808-6389

**King, Emily**

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**From:** Flo Chan <sway5454@gmail.com>  
**Sent:** Monday, March 23, 2026 6:28 PM  
**To:** Transportation Commission  
**Subject:** Support for speed bumps on Royal Drive and Rosewood Ave

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I live in the Northwest Terrace area. I would like to support installation of new speed bumps to North Royal Drive and Rosewood Avenue. Vehicles drive high speeds on Royal and it's so noisy at all hours of the day and night.

Thanks for your consideration,

Florence Chan

Sent from my iPhone

**From:** [Brian Muegge](#)  
**To:** [Snyder, Jon](#); [Quinn-Hurst, Colin](#)  
**Cc:** [King, Emily](#)  
**Subject:** West Central, Browne's Addition, and Riverside NC Joint Resolution on Maple St Bridge  
**Date:** Monday, March 30, 2026 1:27:08 PM  
**Attachments:** [MapleStreetBridgeJointResolutionFinal \(1\).pdf](#)  
[Traffic Calming Enforcement Locations.pdf](#)

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi Colin & Jon:

Hope you both are well, and I hope keeping those showy milkweed starts alive!

As promised, I'm attaching the Joint Resolution I mentioned during our meeting a couple weeks back regarding the Maple St Bridge for your context.

Specifically germane to your purviews in the shorter term, I would encourage further consideration on adding a site on the Maple St Bridge to the list for Traffic Calming Camera Enforcement potential locations. The most up to date list I have is from the January Transpo commission meeting (attached), so not sure if there's an updated list that I'm not privy to. Most feasible from my admittedly minimal knowledge of site selection for these devices would be on the N side of the river above the bridge at the Centennial Trail and/or Broadway overpass. Additionally, there are plenty of street lights running the length of the bridge, so perhaps affixing one to a light near the center of the bridge where speeds peak could be helpful.

Outside of that, for context, I plan to read this resolution at council's open forum tonight, as well further circulate it to the Transportation Commission, PeTT Committee, as well as PD and FD for context.

Thanks to you both for all you do, and let me know if you have further guidance or context you can share with me as our NCs work together to advocate for these changes.

With gratitude,  
Brian

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



## Joint Neighborhood Council Resolution

### *Supporting Maple/Ash Corridor and Maple Street Bridge Traffic Safety Improvements*

Resolution No. *2026-01*

Date: 3/25/2026

A JOINT RESOLUTION OF THE WEST CENTRAL NEIGHBORHOOD COUNCIL, RIVERSIDE NEIGHBORHOOD COUNCIL, AND BROWNE'S ADDITION NEIGHBORHOOD COUNCIL

Urging the City of Spokane to implement near-term traffic safety improvements on the Maple Street Bridge and the Sprague Avenue on-ramp as part of comprehensive traffic calming efforts along the Maple/Ash Corridor, including a reduction of the posted speed limit to 30 miles per hour and installation of automated speed enforcement technology.

### **WHEREAS,**

The Maple Street Bridge is a critical segment of the Maple/Ash Corridor, which has been identified by the City of Spokane as a priority corridor for safety, mobility, and multimodal improvements; and

The Maple/Ash Corridor connects and directly impacts multiple neighborhoods—including West Central, Riverside, and others—whose residents experience the daily effects of high vehicle speeds, excessive traffic noise, unsafe merging behavior from Sprague Avenue, and crash risks; and

Corridor planning efforts emphasize Vision Zero principles, prioritizing speed management, crash reduction, and safe access for people walking, biking, using transit, and driving; and

Vehicle speeds above 30 miles per hour dramatically increase the likelihood of severe injury or fatality in crashes, particularly for pedestrians and cyclists, and are inconsistent with urban arterial best practices; and

Community members and neighborhood councils have raised repeated concerns about excessive speeding, unsafe merging, and reckless driving behavior on the Maple Street Bridge, the Sprague on-ramp, and their approaches; and

Reducing posted speed limits and implementing automated speed enforcement are evidence-based, near-term interventions that can be deployed while longer-term corridor redesign and capital improvements are planned and funded; and

Washington State law authorizes the use of automated speed enforcement on arterial roadways when safety concerns are present and appropriate public notice is provided; and

Automated speed enforcement has been shown to reduce average travel speeds, lower crash severity, and improve compliance more consistently than intermittent enforcement, while minimizing the need for traffic stops; and

Aligning enforcement, speed limits, ramp operations, and roadway design with the goals of the Maple/Ash Corridor will improve safety outcomes while advancing the City's adopted climate, public health, and equity commitments;

## **NOW, THEREFORE, BE IT RESOLVED:**

1. That the West Central Neighborhood Council and Riverside Neighborhood Council jointly urge the City of Spokane to reduce the posted speed limit on the Maple Street Bridge to 30 miles per hour, consistent with Maple/Ash Corridor planning objectives and Vision Zero principles; and
2. That the City be urged to install automated speed enforcement (speed cameras) on the Maple Street Bridge and/or its approaches as a near-term safety measure to address documented speeding and crash risk; and
3. That the City evaluate and implement near-term safety improvements at the Sprague Avenue on-ramp to the Maple Street Bridge, including speed management strategies, improved merging controls, enhanced signage, lane striping modifications, and, where appropriate, automated enforcement; and
4. That automated speed enforcement be implemented with clear advance signage, public education, and transparent reporting, consistent with state law and best practices; and
5. That the City integrate speed limit changes, ramp safety improvements, and automated enforcement into the broader Maple/Ash Corridor strategy, ensuring consistency with planned multimodal investments, transit operations, and future capital improvements; and
6. That the City commit to equitable reinvestment of any net revenue generated from automated speed enforcement into traffic safety improvements, pedestrian and bicycle

infrastructure, and neighborhood safety projects within the corridor and surrounding communities; and

7. That the City conduct or update a corridor-level speed and crash analysis for the Maple Street Bridge and Sprague on-ramp to inform additional traffic calming measures, including lane reconfiguration, ramp metering feasibility, geometric adjustments, or other design-based interventions as part of future phases; and
8. That this resolution be transmitted to Spokane City Council Members, the Mayor's Office, and the Department of Public Works & Transportation for consideration and action.

## FISCAL NOTE

Automated speed enforcement represents a cost-effective safety investment, requiring substantially lower upfront and ongoing costs compared to capital-intensive roadway reconstruction.

Speed cameras can be deployed rapidly, scaled as needed, and adjusted over time, making them well-suited as interim safety tools while Maple/Ash Corridor design and funding advance.

Targeted operational improvements at the Sprague on-ramp—including signage, striping, and speed management interventions—can also be implemented at relatively low cost compared to full reconstruction.

Net revenues, where generated, can be transparently reinvested into corridor safety improvements, reducing reliance on the City's general fund and supporting long-term project delivery.

ADOPTED jointly on this day,  
Wednesday, March 25, 2026

West Central Neighborhood Council

Chair: Nathan Gwinn Digitally signed by Nathan Gwinn  
DN: cn=Nathan Gwinn, o, ou,  
email=nathangwinn@hotmail.com, c=US  
Date: 2026.03.13 16:25:13 -08'00'

Riverside Neighborhood Council

Chair: *Isma Walsh* 3/20/2026

Browne's Addition Neighborhood Council

Chair: *Delaney Carr* 3/25/2026

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

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**Subject:**

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

**Background:**

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

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

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

**Relationship to Plans/Actions:**

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

**Timeline/ Further Action:**

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

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

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

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

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