



Transportation Commission Agenda

Regular Meeting
Wednesday, May 20, 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

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 [4/15/2026](#) 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

Workshops: (All times below are approximate)

1. 4:20-4:45 [NSC Design WSDOT East Central](#) (Presenter: Shauna Harshman)
2. 4:45-5:00 [STA Transit Development Plan](#) (Presenter: Madeline Arredondo)
3. 5:00-5:15 [School Streets Workshop](#) (Presenter: Nicole White)
4. 5:15-5:30 [Traffic Calming Scoping Projects](#) (Presenters: Nicole White and Abbey Martin)
5. 5:30-5:45 [PPZ Parking Environment Improvement](#) (Presenter: Jon Snyder)

Adjournment: The next regularly scheduled TC meeting will be Wednesday, June 17, 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 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. 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, May 20, 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.

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](#)

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. 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.

Transportation Commission

Upcoming Agenda Items

(All items are subject to change)

June 17, Transportation Commission (120 minutes available) Hybrid

- Emergency Streets
- Transportation Commission Annual report
- TBD increase discussion

Hearing Items

- TBD 2028 final project list

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Transportation Commission – Meeting Minutes Draft

Wednesday, April 15, 2026

City Council Briefing Center

Meeting called to order at 4:00 PM by President Grant Shipley

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

- *None*

Attendance:

- 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: Spokane Transit Authority, Spokane Regional Transportation Council, Spokane Regional Health District, Northeast Public Development Authority, Plan Commission, Community Assembly, City Council
- Non-Voting Member Not Present: Washington State Department of Transportation, PBI East Sprague, Downtown Spokane Partnership, U District, S3R3 Solutions
- *Quorum Present: Yes*
- Staff Members Present: Jon Snyder, Emily King, Nicole White, Chris Cafaro, Kevin Picanco, Inga Note, Colin Quinn-Hurst, Amanda Brown, Matthew Cozza, Abbey Martin, Marlene Feist, Kirstin Davis, Sarah Sirott

Minutes: Minutes from 3/18/2026 approved unanimously.

Briefing Session:

- **President Report** – Grant Shipley
 - We will soon be talking about local access street maintenance schedule for this year. We have ignored our streets, once they get too far gone for an inexpensive repair, it is a complete rebuild which gets expensive.
 - The Magnolia pedestrian overcross was removed, there are some proposals to replace it.
- **Secretary Report** – Jon Snyder
 - Jon discussed the Freight Mobility Strategic Investment Board is going through its next round of funding opportunities. One application is design funds for Latah bridge on Sunset is one of the top-rated applications on the first round of examinations. In June, they will be meeting in Spokane. FMSIB will be meeting for tours and workshops 6/11/26 and 6/12/26.
 - Additionally, Jon is still working on coming up with a tour for a summer meeting.
 - Reminder that we will be changing our date in July to the third Thursday.
- **Additional Reports – None**

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- TBD 2027 Project Selection
 - Presentation provided by: Chris Cafaro
 - Questions asked and answered.
 - Discussion ensued.
- TBD 2027 Sidewalk Project Selection

- Presentation provided by: Kevin Picanco
- Questions asked and answered.
- Discussion ensued.
- Cycle 15 Traffic Calming Community Submissions
 - Presentation provided by: Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Hearing Items:

- 6-Year Street Plan Consistency Review
 - Presentation provided by: Kevin Picanco
 - Public Testimony provided by:
 - None
 - Questions asked and answered.
 - Discussion ensued.
 - Motion:** *I [Lauren Pangborn] move to approve the consistency review of the 6-Year Streets Program Update 2027-2032 and recommend adoption by the Plan Commission as presented to the commission on April 15th, 2026. Seconded by Dylan Jouliot.*
 - Motion passes unanimously, 8 to 0 to 0.**
- Shared Streets Ordinance
 - Presentation provided by: Jon Snyder, Inga Note, Colin Quinn-Hurst
 - Public Testimony provided by:
 - None
 - Questions asked and answered.
 - Discussion ensued.
 - Motion:** *I [Commissioner Jouliot] move to recommend the Shared Streets Ordinance to City Council as presented to the commission on April 15th, 2026. Seconded by Lauren Pangborn.*
 - Motion passes unanimously, 8 to 0 to 0.**

Meeting Adjourned at 5:32 PM.

The next regularly scheduled Transportation Commission meeting is on Wednesday, May 20, 2026.

BRIEFING PAPER: WSDOT, NSC East Central designs
Transportation Commission
5/20/2026

Subject:

WSDOT is currently finalizing the design for the North Spokane Corridor (NSC) connection to I-90. WSDOT will provide an update on project design progress, provide and share outcomes of recent community engagement related to multimodal improvements and landscaping, and discuss upcoming engagement opportunities on visual enhancements within the project area. This is the culmination of ongoing robust engagement with community spanning the past decade.

Background:

The NSC is a \$1.9 billion regional transportation project that will connect north Spokane County to I-90 and is anticipated to be completed in the early 2030s. Final project design is planned to be completed in 2027. In addition to improving regional mobility and freight movement, the project will bring significant transportation and community infrastructure changes to the East Central Neighborhood. These planned improvements include new roundabouts along Altamont Street, connection of the Children of the Sun trail to east downtown and the Ben Burr trail, three new enhanced bicycle and pedestrian crossings to replace existing pedestrian crossings, and associated landscaping and streetscape enhancements.

Relationship to Plans/Actions:

Improving connectivity supports the Comprehensive Plan Chapter 4, Transportation and the 5th Avenue Community Plan: [5th Avenue Plan - City of Spokane, Washington](#).

Timeline/ Further Action:

This workshop is presented for awareness and feedback with no further action expected at this time.

Spokane Transit Authority's 2027-2032 Transit Development Plan Update
City of Spokane
Transportation Commission
5/20/2026

Subject:

The 2027-2032 Transit Development Plan (TDP) is STA's mid-range plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency.

Background:

Per RCW 35.58.2795, transit agencies are required to submit a six-year TDP and provide consistency with comprehensive plans of the jurisdictions STA serves.

The current adopted 2026-2031 TDP may be viewed on STA's website at:
www.spokanetransit.com/projects-plans/transit-development-plan

This plan will provide updated information to the Washington State Department of Transportation (WSDOT) on the development of various transit activities undertaken by STA.

Sections of the TDP include:

- Agency Information
- Previous Year in Review
- Mid-Range Tactical Framework
- Service Improvement Program (SIP)
- Capital Improvement Program (CIP)
- Operating and Financial Projections

Relationship to Plans/Actions:

The Spokane Transportation Commission facilitates inter-agency coordination and consistency review. This process supports public engagement by providing a formal venue to gather technical and community-focused feedback during the official public comment window.

Timeline/ Further Action:

The TDP process and meetings are open to the public and began in February 2026 with the STA Planning and Development Committee. STA developed an enhanced outreach approach, beyond the required public hearing, to include presentations to key transportation committees, WSDOT, and public meetings. Visit STA's website for more information on public outreach activities.

A public hearing on the 2027-2032 TDP draft is scheduled for the STA Board of Directors meeting on June 18, 2026. Adoption of the 2027-2032 TDP by the STA Board of Directors anticipated in July 2026.

Spokane Transit Contact: Madeline Arredondo, Associate Transit Planner,
marredondo@spokanetransit.com



2027-2032 Transit Development Plan

May 2026

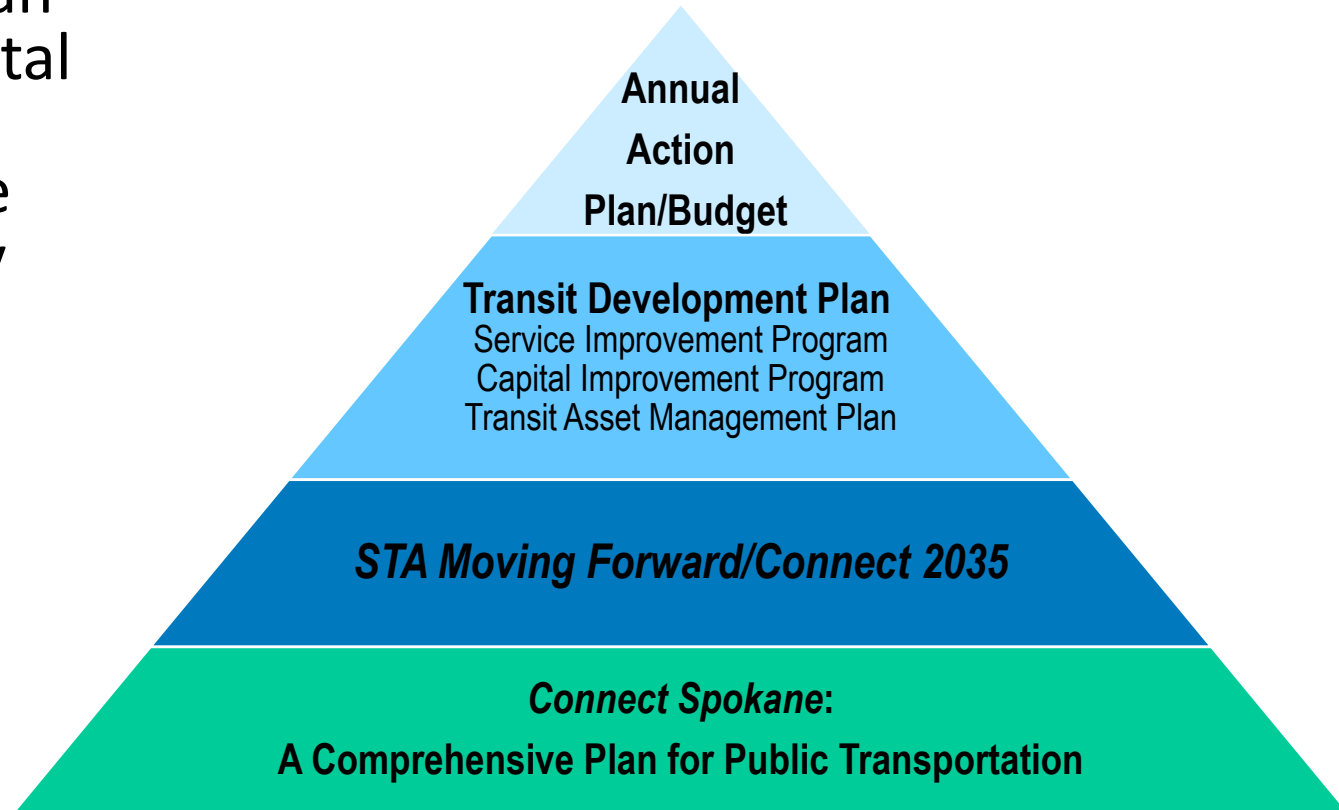
City of Spokane

Transportation Commission



Transit Development Plan

- The TDP is a mid-range, six-year plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency
- Plan sections:
 - Agency Information
 - Previous Year in Review
 - Mid-Range Tactical Framework
 - Service Improvement Program (SIP)
 - Capital Improvement Program (CIP)
 - Operating and Financial Projections



Service Improvement Program (SIP)

- Outlines planned Fixed Route service changes set to take place in 2027, 2028 and 2029
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
 - Adopted Connect 2035 initiatives
 - Concepts may continue to implement Connect Spokane design principles
 - Response to route performance evaluation results
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

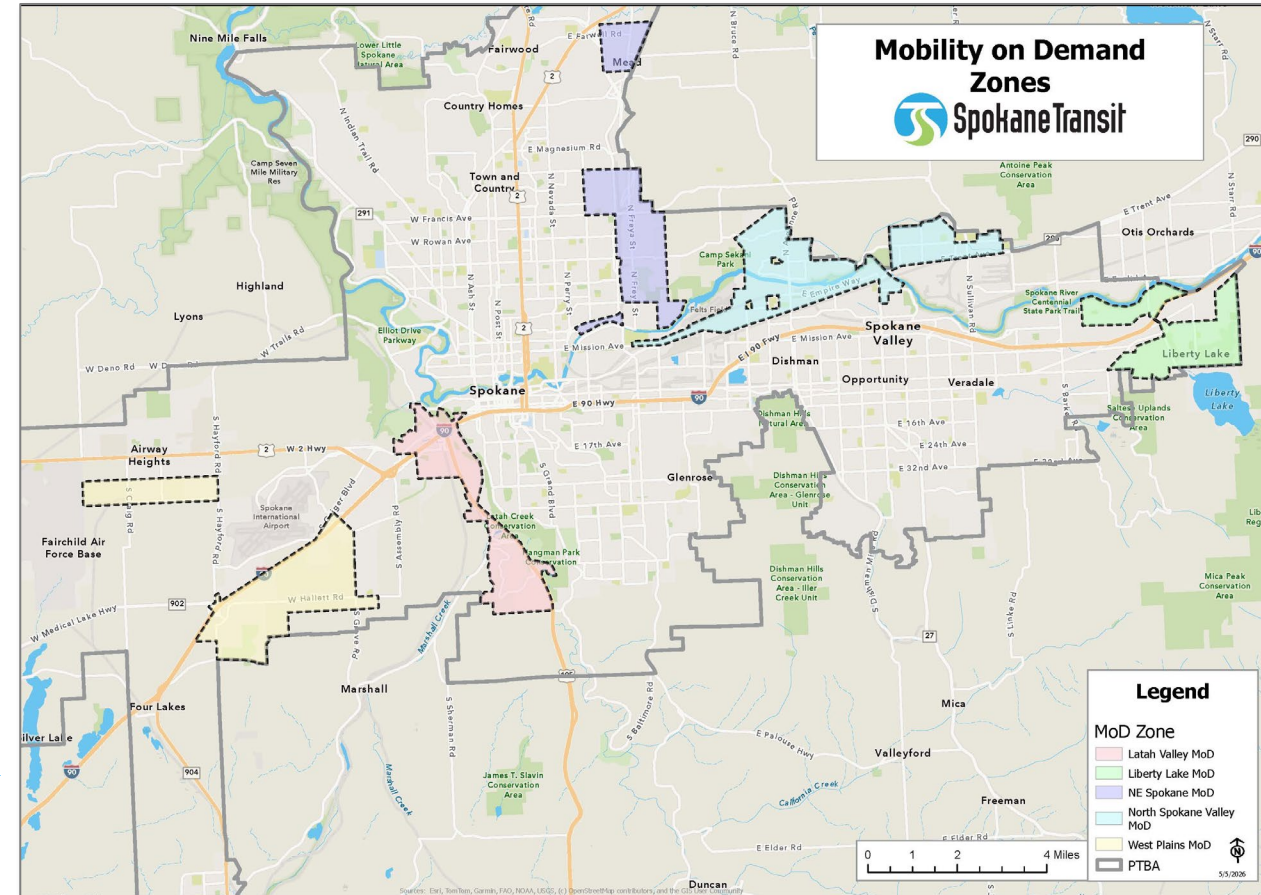
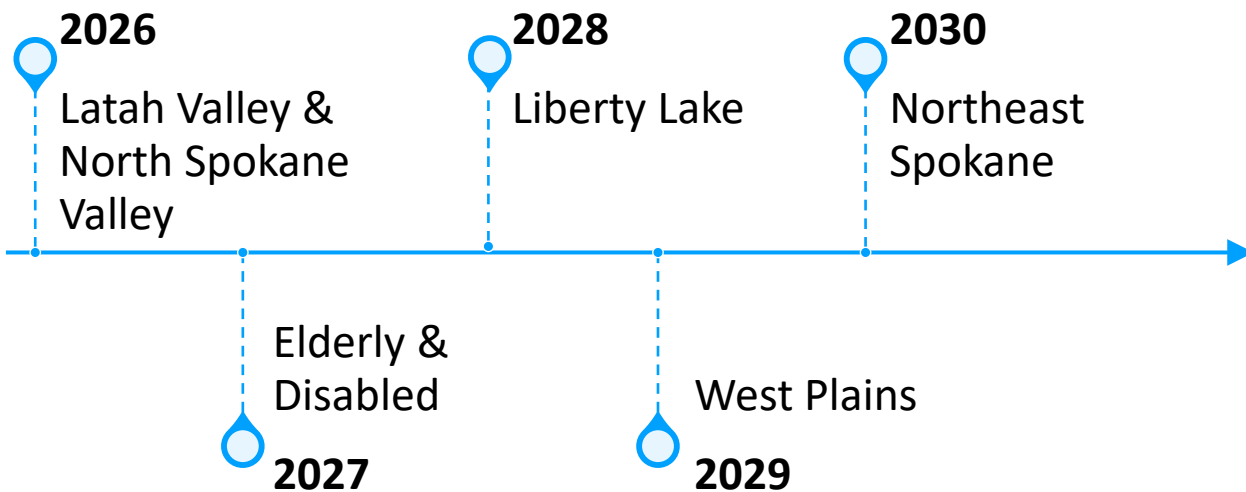
Service Improvement Program (SIP)

- The planned service improvement themes are listed in the table below and described further in the following slides.

2027	2027 is focused on an adjustment to routes in North Spokane , including connecting service to West Plains and launching a Mobility on Demand Pilot targeted to elderly or disabled passengers
2028	2028 is primarily focused on the completion of Argonne Station Park and Ride , the restructure of routes in greater Spokane Valley , and implementation the <i>Connect 2035</i> Mobility on Demand Pilot in Liberty Lake
2029	2029 is focused on the <i>Connect 2035</i> Mobility of Demand Pilot serving the West Plains , and providing later service on select routes

Mobility on Demand (MOD)

- *Connect 2035* included five Mobility on Demand (MOD) Pilot zones throughout the region.
- These MOD pilots will occur in a tiered timeline with each pilot lasting three years.

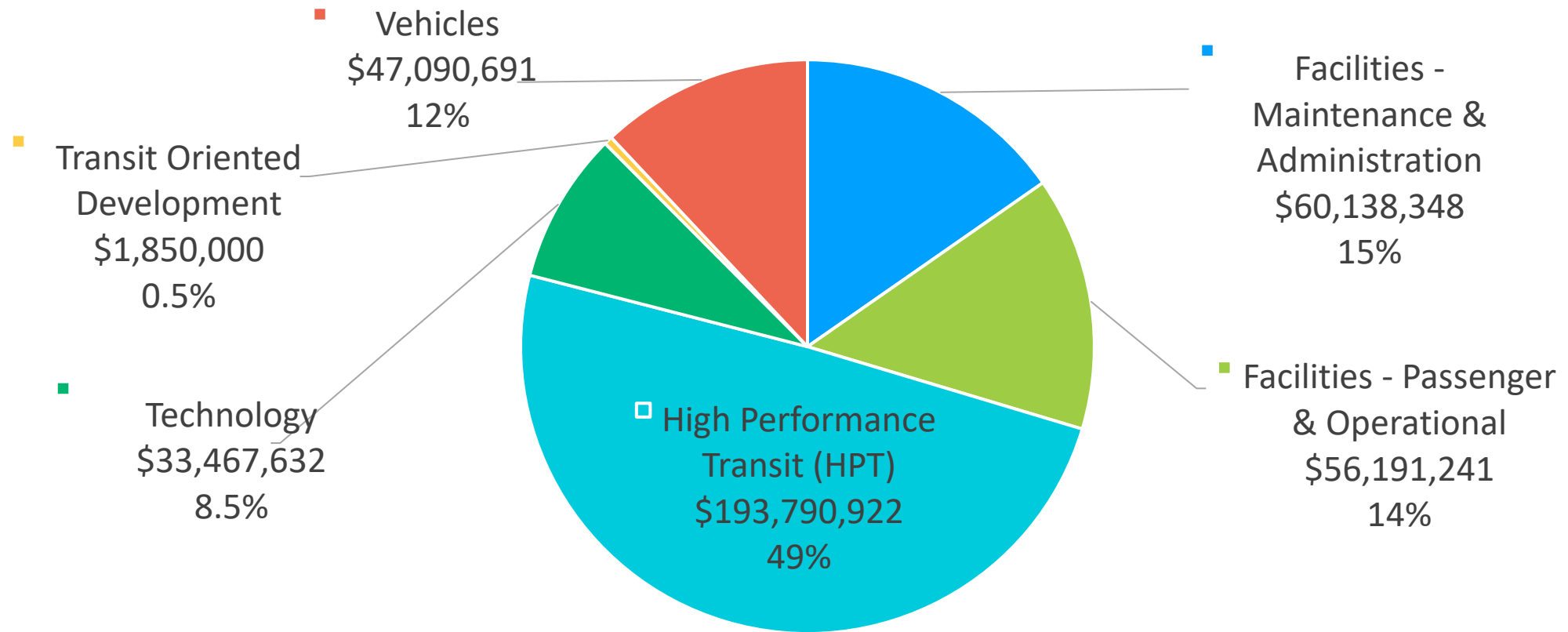


These are drafted zones and are subject to final adjustment

Capital Improvement Program (CIP)

- Outlines planned capital expenditures for a six-year period through 2030
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants

2027-2032 CIP by Program Category



- Facilities - Maintenance & Administration
- High Performance Transit (HPT)
- Transit Oriented Development

- Facilities - Passenger & Operational
- Technology
- Vehicles

FTA: Programs of Projects (POP)

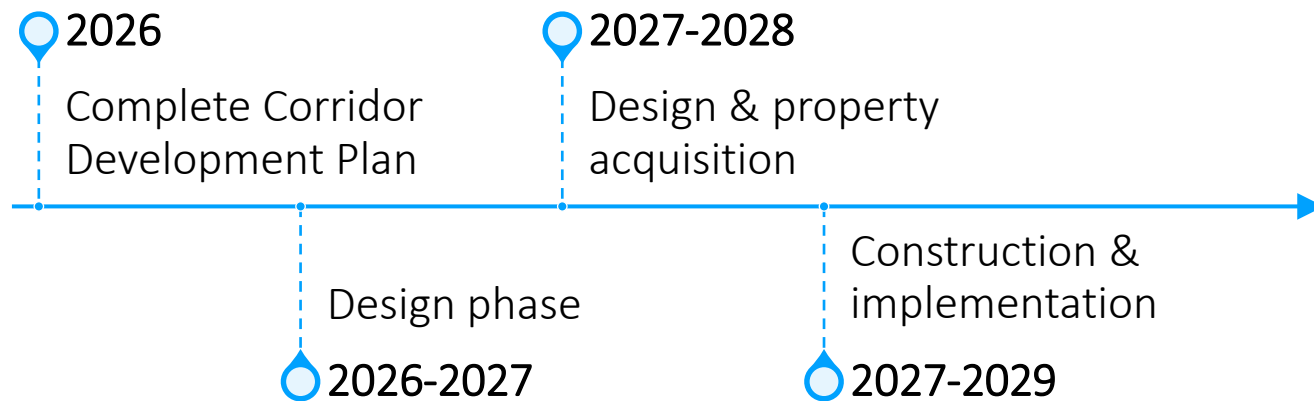
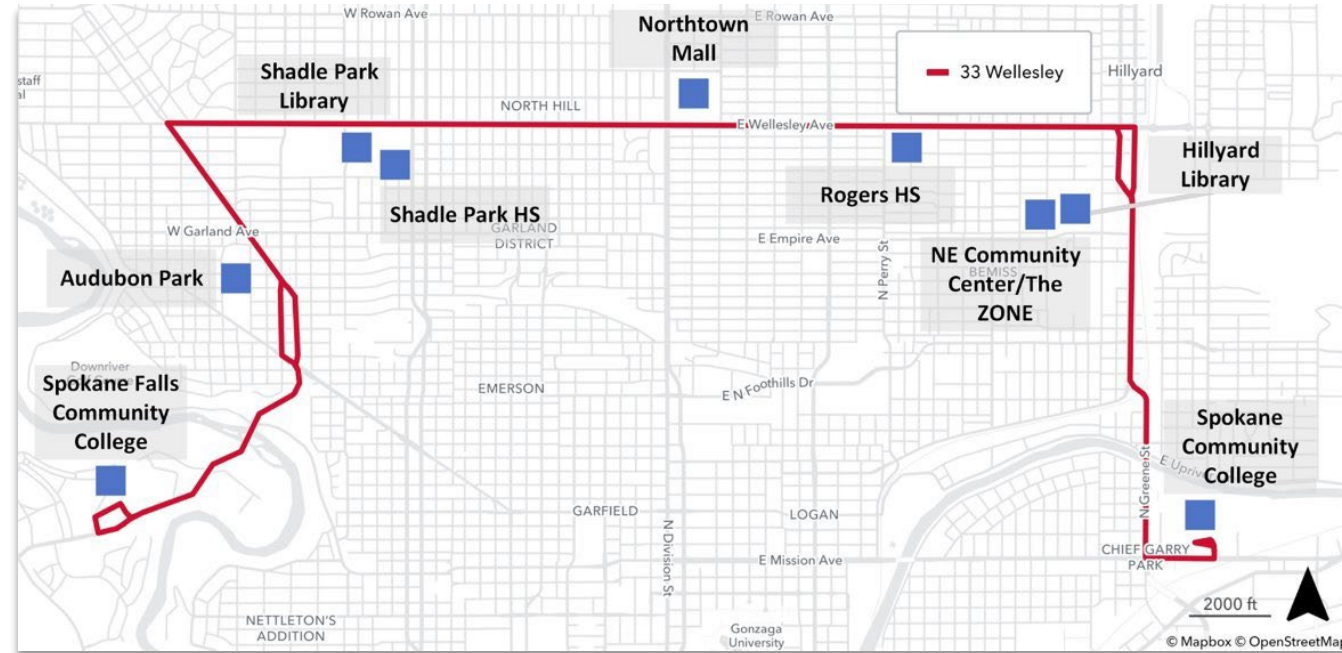
- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

Featured CIP Projects – Wellesley HPT

- This High Performance Transit (HPT) route will support the Wellesley corridor
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- This project would invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders
- Learn more at: www.spokanetransit.com/Wellesley-HPT



Featured CIP Projects – Argonne Station

- Argonne Station is planned to include:
 - An eastbound flyer stop
 - ~ 40 parking spaces
 - A transit-only lane on the eastbound I-90 on-ramp, along with signal improvements
 - Four boarding and alighting bays
- The project will:
 - Improve connections within Spokane Valley
 - Support potential future connections to the City Line
 - Provide direct access to Spokane International Airport and Liberty Lake
 - Enhance amenities such as real-time information, shelters, lighting, and seating



Facilities Master Plan (FMP)

- STA's Facilities Master Plan (FMP) is the agency's roadmap for its operations, maintenance and administrative facility needs
- The FMP builds on *Connect 2035* and the current year TDP and focuses on:
 - Fixing space limits at current facilities
 - Preparing for future growth
 - Transitioning to a zero-emissions fleet so transit stays clean, reliable, and sustainable
- Learn more at:
www.spokanetransit.com/projects/facilities-masterplan

Boone Campus: Fixed Route Operations Center

- Adjacent to the greater STA Boone Campus
- Expands Fixed Route Operations
- Improved frontline workforce and agency operations



For illustration purposes only. (Illustration by ALSC Architects)

Facilities Master Plan (FMP) Continued

Mission/Greene: Training Facility

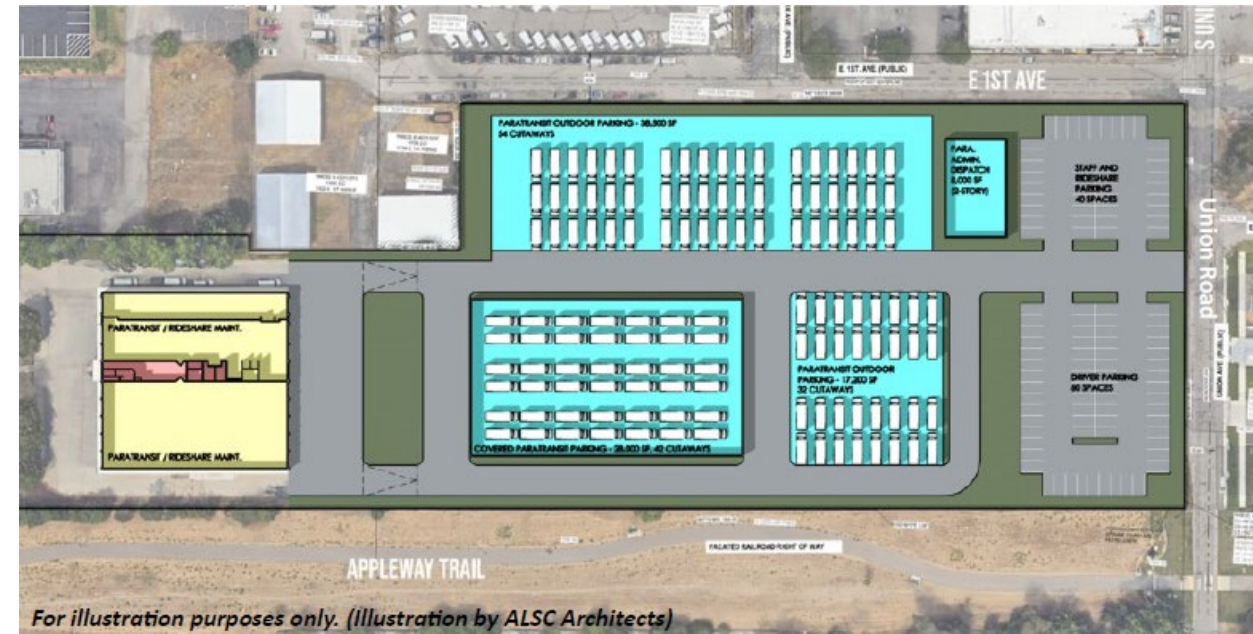
- Future coach operator training course
- Improves capacity for STA as a whole
- Increases effectiveness for developing a well-trained workforce



For illustration purposes only. (Illustration by ALSC Architects)

Fleck: Paratransit and Rideshare Facility

- Adjacent to Fleck maintenance and operations facility
- Consolidates all of Paratransit and Rideshare operations and maintenance
- Increases operational capacity for the department



For illustration purposes only. (Illustration by ALSC Architects)

Next Steps

Date	Description
May 21, 2026	Draft TDP published, public comment period begins
May 26, 2026	Community Assembly: Pedestrian, Transportation, and Traffic Committee meeting
My 27, 2026	SRTC Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC) meeting
June 3, 2026	STA Planning and Development Committee meeting – Draft Plan
June 9, 2026	Hybrid Open House: Central Library (2 – 5 p.m.)
June 10, 2026	STA Citizens Advisory Committee meeting
June 11, 2026	SRTC Board of Directors meeting
June 11, 2026	In-person Open House: Spokane Valley Library (3 – 6 p.m.)
June 18, 2026	STA Board of Directors – Public Hearing
July 1, 2026	STA Planning and Development Committee meeting – Recommend adoption
July 16, 2026	STA Board of Directors – Proposed plan adoption



Thank you!

www.spokanetransit.com/TDP

Madeline Arredondo

Associate Transit Planner

marredondo@spokanetransit.com



BRIEFING PAPER: School Streets
City of Spokane
Transportation Commission
5/20/2026

Subject:

“School Streets” are designated streets adjacent to schools with temporary or permanent vehicle restrictions. Staff will present an overview of the concept and share examples of implementation.

Background:

Transportation Commissioners requested a workshop on the School Streets concept. School streets are streets adjacent to school campuses that are temporarily (e.g., during drop-off and pick-up periods) or permanently closed to non-local motor vehicle traffic.

Documented benefits of school streets implementation include improved safety for students and families, increased rates of walking and biking to school, localized reductions in air pollution, and more efficient pickup and drop-off operations. In some cities, permanent school streets have also been used to create additional outdoor learning and recreational space.

Relationship to Plans/Actions:

The School Streets concept aligns with safety and active transportation priorities outlined in adopted City policies and plans including Vision Zero, Complete Streets, the “Janet Mann Safe Streets Now” resolution, the Pedestrian Master Plan, the Bicycle Master Plan, and the Comprehensive Plan.

Timeline/ Further Action:

This is an informational workshop. Feedback from the Commission will help guide future staff analysis and potential policy or program recommendations related to school streets.

BRIEFING PAPER: Traffic Calming Scoping Projects
City of Spokane
Transportation Commission
5/20/2026

Subject:

Update on the process for selecting traffic calming projects 2026 (for cycle 15 construction). This update covers projects selected for scoping and design.

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 next year. It is expected the City will have approximately \$3.2M in 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 2022 DOWL Neighborhood Traffic Calming 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.

30 projects have been selected to be further scoped and designed for consideration for Cycle 15 funding during Fall 2026 Transportation Commission meetings. Several projects cross multiple district boundaries.

Breakdown by District:

District 1: 14

District 2: 10

District 3: 9

Breakdown by Source

Network: 8

Community Submissions: 21

2022 DOWL List: 1

17 Network and DOWL projects that have already been scoped will also be considered for Cycle 15 funding.

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

Traffic Calming Projects Selected for Scoping and Design - Cycle 15

DRAFT

Candidate Project Location	Candidate Project Descriptor	Source	Council District	SRTC High Injury	WA Enviro Health Disparities	Ped Gen (.25 mi.)
Crestline St, Euclid Ave to Illinois Ave	Restripe to narrow travel lanes, keep parking, add bike lanes	Community Submittal	D1	No	10	7
Lyons Ave, Nevada St to Standard St	Bumpouts, traffic circle at Standard	Community Submittal	D1	No	9	12
Magnesium Rd, Dakota St to Nevada St	Install crosswalk at school entrance (RRFB), consider extending existing or adding school zone	Community Submittal	D1	No	10	6
Nevada St, Lyons Ave to Hawthorne Ave	Add enhanced pedestrian crossings	Community Submittal	D1	Yes	10	44
Hamilton St at Illinois Ave	To be determined	Community Submittal	D1	No	10	13
Main St at Browne Ave	Bumpouts and decorative lighting	Community Submittal	D1	No	10	21
Regal St at Upriver Dr	Crosswalk to access Centennial Trail	Community Submittal	D1	Yes	10	4
Spokane Falls Blvd/Riverside Ave at Monroe St	Bumpout on SE corner, remove 5th lane south of bridge and expand ped island. Restore 2nd pedestrian phase crossing Monroe. Leading Pedestrian Interval for Spokane Falls Blvd	Community Submittal	D1	No	10	36
Illinois Ave / Perry St., Perry St to Cincinnati St	Protected Bike Lanes	Network	D1	No	10	21
Mission Park, Superior St to Perry St	Bus Stop / Pathway Connection	Network	D1	No	10	9
Cincinnati St at Indiana Ave	Crossing	Network	D1	No	10	6
Jefferson St @ 3rd Ave/4th Ave to Riverside Ave	Bikeway and crossing (may have alternate funding source)	Network	D1/D2	No	10	47
Mayfair St @ North Foothills Dr/ Buckeye Ave /Division St/Ruby St	Bikeway and crossing	Network	D1/D3	Yes	10	4
Maple St Bridge, Riverside to Broadway	Pedestrian access and connectivity, lighting	Community Submittal	D1/D3	No	10	37
9th Ave, Crestline St to Perry St	Concrete bumpouts	Community Submittal	D2	No	10	11
Monroe St, 5th Ave to 14th Ave	To be determined	Community Submittal	D2	Yes	10	43
Ray St, 17th Ave to 18th Ave	To be determined	Community Submittal	D2	Yes	9	6
Southeast Blvd, 25th Ave to 29th Ave	Restripe to extend bike lane through the intersection, shared with right turn lanes. Crosswalk at 27th?	Community Submittal	D2	No	9	17
Ray St at 27th Ave	Signal	Community Submittal	D2	No	9	7
Ray St at 5th Ave	Crosswalk improvement	Community Submittal	D2	No	10	12
Rockwood Blvd at 16th Ave	Speed humps or chicanes	Community Submittal	D2	No	10	0
Pittsburg St, 34th Ave to 49th Ave	Neighborhood Greenway	Network	D2	No	7	10
Thornton-Murphy Park, 27th Ave/Fiske to Ben Burr Tr	Park Pathway	Network	D2	No	9	17
Alberta St, Northwest Blvd to Driscoll Blvd	School crosswalk improvement?	Community Submittal	D3	No	9	19
Ash St, Dean Ave to Broadway Ave	Bumpouts and/or flashing 20 zone beacon	Community Submittal	D3	No	10	19
Northwest Blvd, Assembly St to Royal Ct	Traffic circles, bumpouts, speed humps	Community Submittal	D3	No	3	6
Northwest Blvd, TJ Meenach Dr to Elm St	Install new ped crossing, maybe at Belt	Community Submittal	D3	Yes	9	27
Monroe St at Rowan Ave	Pedestrian hybrid beacon crosswalk	Community Submittal	D3	No	8	5
Providence Ave @ Wall St-Post St Couplet	Bumpouts and ramps	2022 DOWL	D3	No	8	3
Wellesley Ave to Francis Ave - Belt	Bikeway	Network	D3	No	7	25

Cycle 15: Projects under consideration for Spokane Safe Streets for All Cycle 15 funding will include quick-build project implementation in 2027 and the majority of construction in 2028.

Project descriptors are not final and may change during the scoping process.

Evaluation Metrics:

SRTC High Injury: Spokane Regional Transportation Council High Injury Network. Yes/No - does the project intersect with or run along location identified in the HIN.

WA Enviro. Health Disparities: Washington Environmental Health Disparities Scale of 1-10 with 10 indicating the highest community burden.

Ped Gen (.25 mi): Pedestrian generators identified within .25 mi of candidate project including hospitals and clinics, public schools, community centers, homeless services, libraries, groceries/food banks and bus stops, longterm care facilities, parks.



BRIEFING PAPER: Paid Parking Zone Improvements
City of Spokane
Transportation Commission
5/20/2026

Subject:

Federal ARPA money is about to run out cleaning efforts in downtown south of the viaduct and at City gateways. In addition, the Paid Parking Zone (PPZ) also lacks a current Americans With Disabilities Act transition plan that would serve downtown, and the rest of the city.

Background:

The City Council previously approved a contract through Career Path services to do cleaning downtown in areas not covered by the DSP Clean Team. The contract is paid for by federal ARPA money that runs out this summer.

An A.D.A. Transition Plan update is needed. The City's last work on an A.D.A. Transition Plan was done in 2019. See this link for more details: [ada-transition-plans-draft.pdf](#) The city is doing new data collection that could inform an update.

Relationship to Plans/Actions:

Keeping streets in clean supports the goals of the Comprehensive Plan Chapter 4, Transportation and the city's Downtown Plan. An A.D.A. Transition Plan is a state and federal requirement for Cities.

Timeline/ Further Action:

If the Commission agrees that these efforts are a priority staff can explore ways to fund them, possibly with parking proceeds or other sources.

**Transportation
Commission
Public Comments
Received
4/17/2026 to
5/12/2026**

From: [Brian Muegge](#)
To: [BDS Admin](#); [King, Emily](#)
Cc: [Transportation Commission](#)
Subject: Re: Transportation Commission Agenda Packet 4/15/26
Date: Monday, April 13, 2026 4:46:19 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[MapleStreetBridgeJointResolutionFinal \(6\).pdf](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Emily:

Hope you're having a lovely monday!

I won't be able to attend the Transportation Commission meeting this week, so wanted to ensure the attached joint resolution on the Maple St Bridge was included for the TC's review:

For context, this is a joint resolution signed by West Central, Browne's Addition, and Riverside NC's relating to traffic calming efforts on the Maple St Bridge (and nearby sections of the N Ash/Maple Corridor) that was submitted to the Traffic Survey Portal last month. Kindly note, for the commission, that within the resolution there's 7 main points that this resolution is demanding as action items;

1. 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
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
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
4. That automated speed enforcement be implemented with clear advance signage, public education, and transparent reporting, consistent with state law and best practices
5. That the City integrates 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

6. That the City commit to equitable reinvestment of any net revenue generated from automated speed enforcement into traffic safety improvements, pedestrian and bicycle

Lastly, I wanted to inform the commission that a "N Ash/N Maple Revitalization Plan" document is in development from the West Central Neighborhood Council, which attempts to conjoin and consolidate much of DOWL, West Central Infrastructure Project, and Traffic Survey submissions related to this corridor (south of Northwest Blvd through past the bridge to downtown southbound). We look forward to working collaboratively with our councilmembers and relevant city staff to ensure these traffic safety improvement projects are more rigorously implemented with connectivity and continuity to maximize the benefit for our neighborhood and the corridor.

Thanks and be well,

Brian

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

On Wed, Apr 8, 2026 at 2:13 PM BDS Admin <erabdsadmin@spokanecity.org> wrote:

Good afternoon,

The next Transportation Commission meeting will be held Wednesday, April 15th, 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 be 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,



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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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

From: [Winger, Clifford](#)
To: [Snyder, Jon](#); [Martin, Abigail M.](#); [Transportation Commission](#)
Cc: [Carol Tomsic](#); [Paul Kropp](#); [Luke Tolley](#); [Picanco, Kevin](#); [Buller, Dan](#)
Subject: Call to Broaden Traffic Safety Practices in the City of Spokane
Date: Tuesday, April 28, 2026 7:33:06 PM

Director Snyder and Ms Martin,

During their meeting on April 28th, the Pedestrian Transportation and Traffic (PeTT) Committee of the Community Assembly requested that I reach out to you regarding a "toolkit" aimed at enhancing traffic safety for all road users. The members expressed concerns that the existing tools employed by the City of Spokane's engineering professionals to enhance traffic safety appear to be quite restricted.

We respectfully urge the City of Spokane's traffic departments and engineering staff to adopt the industry-standard tools and methodologies outlined in these referenced web pages and professional publications. Applying established and current professional resources is essential to ensuring that traffic planning and engineering decisions reflect current best practices and serve our community effectively.

- <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1>
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics>
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-7-traffic-calming-programs-and-planning>
- <https://tsmowa.org/category/transportation-operations/traffic-calming> With good links.
- <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
- <https://www.pps.org/article/livememtraffic>

Submitted on behalf of the PeTT Committee with respect and appreciation for your service to our community,

Clifford Winger
CA Liaison to Transportation Commission
509.325.4623
<cwinger@spokanecity.org>

From: [Shiloh Hills Neighborhood Council](#)
To: [Snyder, Jon](#); [Martin, Abigail M.](#)
Cc: [Zappone, Zack](#); [Dixit, Sarah](#); [Telis, Kate](#); carol_tomsic@yahoo.com; [Paul Kropp](#); [Transportation Commission](#); [J and E Goldsmith](#); [Hamlin, Heather](#); [Picanco, Kevin](#); [Buller, Dan](#)
Subject: Safer Streets Sooner Through Low-Cost, Proven Solutions
Date: Thursday, May 7, 2026 11:46:18 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Day,

Shiloh Hills presented a transportation safety discussion to City Council on May 4 driven from the Shiloh Hills' 2025 Neighborhood Plan. Our neighborhood is committed to advancing “Safer Streets Sooner,” a practical approach that improves safety quickly and at low cost.

Cities across the country are proving that **crashes can be reduced** and **lives saved** without waiting years for expensive reconstruction projects. Using **proven**, low-cost “**quick-build**” strategies supported by [Vision Zero](#) and [WSDOT guidance](#) (With links to the Federal Highway Administration's [Traffic Calming ePrimer](#) and the Institute of Transportation Engineers' [Traffic Calming Measures](#) and [NACTO](#).). Communities are delivering measurable safety improvements in months, not years.

These strategies include:

- Low-cost physical improvements such as paint, bollards, planters, and curb delineation that naturally slow traffic and improve pedestrian visibility.
- Better signage, signal timing, and vegetation management near intersections — simple, affordable actions that improve driver awareness and reduce conflicts.
- **Data-driven traffic calming using before-and-after measurements to evaluate effectiveness before committing to costly permanent construction.**
- Combining street design with education and targeted enforcement so safe driving becomes the natural and intuitive choice.

The most effective strategy is to use low-cost measures first, document the results, and reserve expensive capital projects for locations that truly require them. This approach improves safety faster, stretches taxpayer dollars further, and demonstrates a documented good-faith effort to address known hazards.

Simple materials. Smart policy. Real results. We can make Spokane’s streets safer now, especially for pedestrians, bicyclists, children, and seniors, without waiting for multi-year projects or major new spending.

Thank you,

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

From: [Carol Tomsic](#)
To: [Transportation Commission](#); [Snyder, Jon](#); [Martin, Abigail M.](#)
Cc: [Wilkerson, Betsy](#); [Dillon, Paul](#); [Telis, Kate](#); [Marilyn](#); [Sally](#); [Carol Landa-McVicker](#); [Hamlin, Heather](#); [Birge, Pollyanne](#)
Subject: 2026 Safe Streets for All project Selection Comment
Date: Monday, May 11, 2026 10:11:43 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

The Lincoln Heights Neighborhood Council passed three resolutions in support of traffic calming in our neighborhood.

Our council voted to support requested traffic calming at SE Blvd/25th Ave and Ray/23rd.

The two sites provide documented unsafe ingress/egress to Rockwood Retirement. An 83-year-old retired teacher was struck and killed by a vehicle walking on the sidewalk near SE Blvd/25th. The traffic is fast and the intersection at SE Blvd/25th Ave is wide and unsafe for bicyclists and pedestrians. The bike path is not fully connected. We would like to keep our residents safe, including the over 450 residents at Rockwood Retirement.

Our council voted to support traffic calming at 27th/Ray.

A 22-unit affordable housing will be built on the northeast side of the intersection. The housing development will house approximately 60-80 low-income residents. Half of the units will serve homeless households, including refugees. Ray Street is a four-lane roadway with no center medium area or on street parking. It has a documented history of crashes and injuries, including where a vehicle hit a bicyclist at 17th and 27th Ave. There is a neighborhood park on the northwest side of the intersection and no safe crossing across Ray Street for children on the east side of Ray Street. A 2020 census shows that our neighborhood has low private vehicle ownership making pedestrian and bicycle needs higher for both mobility and safety needs.

Our council voted to support the remaining DOWL projects selected by our residents at the 2020 workshop.

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

Our council has stated that we will support all traffic calming submitted to 311. The safety of our residents is very important to our council.

Please fund the traffic calming projects in our neighborhood with the 2026 Safe Streets for All traffic calming program.

We want to be a safe, walkable, and bicycle friendly neighborhood.

Thank you!

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

From: [Brian Royer](#)
To: [Transportation Commission](#); [Martin, Abigail M.](#); [Snyder, Jon](#)
Subject: Ray pedestrian improvement,traffic calming 27th and Ray
Date: Tuesday, May 12, 2026 12:04:18 PM
Attachments: [Traffic Calming to City 5-12-26.docx](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Please include our support by the letter attached for this project.

Sincerely,

Brian Thompson-Royer, Bethany Presbyterian Church



P. O. Box 31375
Spokane, WA 99223

call/text (509) 534-0066
office@bethanyspokane.org
www.bethanyspokane.org

May 12, 2026

City of Spokane Transportation Commission
Abigail Martin,
Jon Snyder

Traffic Calming project on 27th and Ray

We are writing to support your approval of the traffic calming project on 25th and Ray. On behalf of Bethany Village, a mixed used project by Bethany Presbyterian Church (BPC) and our partners Proclaim Liberty, the non-profit creating the housing and church/community space, Widmyer Corp, the developer, ZBA Architects and the neighborhood on the east side of Ray Street we urge you to approve this project.

This is a Lincoln Heights Neighborhood Council priority. This 22-unit affordable housing will be built on the northeast side of the intersection. The housing development will house approximately 60-80 low-income residents. Half of the units will serve homeless households, including refugees. Ray Street is a four-lane roadway with no center medium area or on street parking. It has a documented history of crashes and injuries, including where a vehicle hit a bicyclist on 7th and 27th Ave. There is a neighborhood park on the northwest side of the intersection and no safe crossing across Ray Street for children on the east side of Ray Street. A 2020 census shows that our neighborhood has low private vehicle ownership making pedestrian and bicycle needs higher for both mobility and safety needs. This situation will only deteriorate after the new residents and their children occupy the new apartments in 2027 and want to cross Ray to get to the park.

This project will begin construction in June 2026 and would not be possible without the generous support of funding from the City of Spokane. Please help us complete this critical safety and traffic calming project.

Sincerely,

Brian Thompson-Royer, Chair BPC Rebuilding Team
Reverend Catherine Tobey, BPC
Kerri Rodkey, Session member BPC

From: [Andrew Gorton](#)
To: [Transportation Commission](#); [Martin, Abigail M.](#); [Snyder, Jon](#)
Cc: ["Carol Tomsic"](#); [Jim Maxwell](#); [Andrew Gorton](#)
Subject: Traffic Commission Agenda traffic calming at SE Blvd/25th Ave and Ray/23rd.
Date: Tuesday, May 12, 2026 10:54:38 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Abbey and Jon,

Rockwood Retirement Community has been participating in the Traffic Calming process with the Traffic Commission, and hope this email continues to emphasize our organizations desire to protect our residents, employees, guests and vendors who visit our property. We've received strong support from the Lincoln Heights Neighborhood Council on behalf of our efforts.

Project 1: SE Blvd. and 25th Avenue

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 in 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 houses, and a roundabout was mentioned as a possible solution.

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

Project 2-Snowberry and Ray Street

-
Our other exit from the community is on the east side of the 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. The community will continue to grow and exit traffic increase. Similar issues to SE Blvd, judging the speed of oncoming 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.

Thank you for your consideration

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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Mayor Lisa Brown

April 28, 2026

The Honorable Rick Larsen
United States House of Representatives

Dear Representative Larsen,

I am writing to share how important federal support for electric vehicles (EVs) and charging infrastructure is to our community here in Spokane, WA, and to express concern about proposals to impose new EV registration fees that could undermine this progress.

Federal investments through programs such as NEVI and the Charging and Fueling Infrastructure (CFI) program are helping cities like Spokane expand access to reliable charging, support local businesses, and ensure residents can benefit from cleaner, more affordable transportation options. These programs are also essential for meeting growing consumer demand and supporting the private-sector investments already underway in our region.

Local and regional partners, including the local utility, Avista, have invested heavily in expanding EV charging access in Spokane County in the last decade. EV adoption in the Avista service area grew by 45% in 2024, exceeding expected adoption rates. Federal funding is essential to support public and private investment and expand the EV charging network in Eastern Washington.

Many households choose EVs because they offer lower operating costs and protection from volatile gasoline prices. Proposed EV registration fees risk eroding those savings, particularly at a time when families are already facing higher transportation costs due to global events affecting fuel markets. Some proposals would charge EV drivers more than typical gasoline drivers pay in fuel taxes, despite EVs not being the primary cause of the Highway Trust Fund's structural shortfall which this fee is meant to fund.

Protecting federal EV and charging programs — and avoiding punitive fees that would slow adoption — is critical for maintaining affordability, supporting economic development, and ensuring communities like ours can continue to benefit from cleaner transportation options. If Congress considers any EV-related fees, many stakeholders have emphasized

A Better Way Starts Here

808 W. Spokane Falls Blvd. • Spokane, Washington 99201-3335
Phone: 509.625.6250 FAX: 509.625.6563

the importance of pairing them with existing EV programs and maintaining incentives such as the 30C credit for charging infrastructure.

Thank you for your attention to this issue and for your continued service. I would welcome the opportunity to discuss how these federal programs are supporting our residents and local businesses.

A handwritten signature in black ink that reads "Lisa Brown". The signature is written in a cursive style with a large, stylized "L" and "B".

Lisa Brown

Mayor, City of Spokane, Washington