



Transportation Commission Agenda

Regular Meeting
Wednesday, June 17, 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 [5/20/2026](#) 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. 4:20pm-4:25pm *Official Vote for Transportation Commission Meeting Date Change
2. 4:25pm-4:50pm [ReFive: 5th Ave Plan Update](#) (Presenter Name: Maren Murphy)
3. 4:50pm-5:05pm [Lime Micro-Mobility Contract](#) (Presenter Name: Colin Quinn-Hurst)
4. 5:05pm-5:20pm [TBD Increase considerations: Car Tab Enforcement and Compliance](#) (Presenter Names: Nicole White and Abigail Martin)
5. 5:20pm-5:30pm [Transportation Commission Annual Report](#) (Presenter Names: Jon Snyder and Abigail Martin)

Hearings: (All times below are approximate)

1. 5:30pm-6:00pm *[TBD 2027 Final Project List & Vote](#) (Presenter Names: Jon Snyder & Clint Harris)

Adjournment: The next regularly scheduled TC meeting will be Thursday, July 16, 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, June 17, 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](#)

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 6/10/2026, until 3:00 p.m. on 6/17/2026**. The hearing will begin at 4:00 p.m. When it is your turn to testify, Transportation Commission President will call your name, and you can begin your testimony. You will have 2 minutes to speak.

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 – Meeting Minutes Draft

Wednesday, May 20, 2026

City Council Chambers

Meeting called to order at 4:00 PM by President 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, Mike Bjordahl, Raychel Callary, Joni Harris, Kaylee Jackman, Dylan Jouliot, Lauren Pangborn
- Commission Members Not Present: Rhonda Young
- Non-Voting Members Present: Spokane Transit Authority, Washington State Department of Transportation, Spokane Regional Health District, Downtown Spokane Partnership, Northeast Public Development Authority, Spokane Public Schools, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not Present: Spokane Regional Transportation Council, PBIA East Sprague, University District, S3R3 Solutions
- *Quorum Present: Yes*
- Staff Members Present: Jon Snyder, Emily King, Nicole White, Abbey Martin, CM Sarah Dixit, CM Kate Telis, CM Zack Zappone, Matt Cozza, Spencer Gardner, Clint Harris, Brian Brisendine, Andres Grageda, Inga Note, Lorena Croucher, Maren Murphy, Kirstin Davis, Marlene Feist

Minutes: Minutes from 4/15/2026 approved unanimously.

Briefing Session:

- **President Report** – Grant Shipley
 - Grant reminded the Commission that they have some streets to look at, and the commission will be voting on that next month.
- **Secretary Report** – Jon Snyder
 - Jon wanted to touch base on the TBD street inspections and see how that process is going. Most commissioners have started looking at projects but are not yet finished. We'll do a similar process to what we did last year, we will pick the projects in front of the public during the meeting to narrow down that list. We'll try to pick roughly equal amounts per district. We'll have a final vote next month and will give that to the Streets department.
 - Raychel requested a workshop on the extension of the Lime micromobility contract. Colin Quinn-Hurst will be presenting that during the June meeting.
 - Jon reminded Commissioners that although we have a full workplan, there are still opportunities to hold workshops on things that are emergent or are of interest to Commissioners. If you have a topic like that, reach out to Jon and we can try to address it.
 - Jon also provided an additional reminder that the Transportation Commission is moving their meeting day starting in July. We will be moving to Thursdays at the same place and time. We will take a quick vote on that next month.
 - Numbers just came out; this is the second year in a row that Washington State has dropped in traffic fatalities. Any kind of downward trend is welcome. The City of Spokane has had flat rates two years in a row. We are working hard to change that this year and will continue to do so.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- NSC Design WSDOT East Central
 - Presentation provided by: Shauna Harshman
 - Questions asked and answered.
 - Discussion ensued.

- STA Transit Development Plan
 - Presentation provided by: Madeline Arredondo
 - Questions asked and answered.
 - Discussion ensued.

- School Streets Workshop
 - Presentation provided by: Nicole White
 - Questions asked and answered.
 - Discussion ensued.

- Traffic Calming Scoping Projects
 - Presentation provided by: Nicole White and Abbey Martin
 - Questions asked and answered.
 - Discussion ensued.

- PPZ Parking Enforcement Improvement
 - Presentation provided by: Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 5:55 PM.

The next regularly scheduled Transportation Commission meeting is on Wednesday, June 17, 2026.

BRIEFING PAPER: ReFIVE Plan: Draft 5th Ave Community Plan
City of Spokane
Transportation Commission
6/17/2026

Subject:

The ReFIVE Plan: Draft 5th Ave Community Plan was released in May 2026 for public feedback and input, after nearly a year and a half of community engagement, partnerships and coordination. The draft plan focuses on what identity, connectivity, livability, stability and wealth mean for the 5th Avenue community today and in the future. In addition to goals and strategies, the draft plan will present a vision map and concepts to help illustrate what a reimagined 5th Avenue can look and feel like. The draft plan also proposes key connectivity improvements to make 5th Avenue and area streets and sidewalks safer and more comfortable, and to enhance access to transit. The public is invited to review the plan and share feedback in an online survey, join online discussion boards, and connect with staff in the neighborhood throughout June and July.

Download the draft plan, learn about engagement opportunities, and view project materials at: <https://my.spokanecity.org/projects/fifth-avenue-plan/>.

Background:

In 2025, the City embarked on the planning process to create the 5th Avenue Community Plan, reflecting the vision and desires of the community with priorities and action steps. The 5th Avenue Community Plan will establish a community-led framework of goals and policies for future land use, economic growth, connectivity, and quality of life improvements for the 5th Avenue community in the East Central neighborhood. The plan is supported by community partners including 5th Avenue Forward, Carl Maxey Center, Take Up the Cause, Nuestras Raices, East Central Neighborhood Council, Spokane Public Schools, and businesses and organizations along 5th Avenue.

Relationship to Plans/Actions:

City Council passed Ordinance C36163 in December 2021 appropriating \$1 million of the ARPA funds solely for subarea planning to increase housing along transportation corridors in economically disadvantaged areas in Spokane. City Council passed Resolution 2024-0098 to initiate subarea planning for the 5th Avenue Community Plan. The plan builds on the 5th Avenue Initiative started in 2019 and builds synergy with ongoing and upcoming public projects from both the City, community partners, and partner agencies.

Timeline/ Further Action:

The Draft ReFIVE Plan and a community survey is available online for review and feedback through end of July 2026. Feedback received will inform the final plan for Plan Commission consideration in October, for recommendation for adoption by City Council by December 2026.

BRIEFING PAPER: WheelShare – Shared Micromobility Contract Updates
City of Spokane
Transportation Commission
6/17/2026

Subject:

Proposed contract amendments to the existing shared micromobility contract with Lime, adopted in 2024, include:

- Adding a new vehicle type, Lime Gliders, to the fleet composition to increase availability of seated scooters,
- Increasing fleet size from 1,800 vehicles to 2,000 vehicles to incorporate expansion of seated scooters, and
- Expanding service to the winter season from November 15 to March 15, when services are currently not required, by reducing daily per vehicle fees from \$.75 per day to \$.33 per day during the winter season.

Proposed amendments would be active from approval through the end of 2026. Additional updates to 2026 operations include expansion of sidewalk-riding detection technology, expansion of mandatory parking pins, and upgrades to fleet technology to increase vehicle reliability.

Background:

In 2024, a new Request for Proposals was released with updated operating requirements for shared micromobility service in Spokane. Updated contract requirements included mandatory sidewalk riding detection technology, inclusion of seated scooters, a mandatory river retrieval process, an escalating fine structure to users who improperly park vehicles, and an overall fine structure for violations of the shared mobility contract.

Three proposals were received. Following a competitive scoring process that included Spokane Transit, the Mayor's Office, City Council, Public Works, and Planning, Lime was selected as the highest-scoring service provider and agreed to the new operating requirements as part of a contract to provide service from 2024 through 2026, with the option of two subsequent two-year contract extensions. In addition to the new contract requirements, Lime developed a separate river retrieval program for expediting recovery of scooters found in the Spokane River.

The shared mobility program originated fall 2018 shared mobility pilot program, leading to a request for proposals and selection of Lime as the City's shared mobility service provider for 2019 to 2021 with optional two-year contract extensions through 2025. The program operates pursuant to SMC 16A.62.035 adopted in April 2019, which allows the operation of application-based rental of electronically activated personal transportation devices by one or more vendors.

Data collected regarding trip duration, distance, and speed is not parsed to individual demographic categories to protect individuals' data. An annual user survey issued by the provider serves to identify anonymized user demographics and trip characteristics to inform ongoing operations and city policy.

Using third party applications, City staff analyses trip duration, distance, speed, and routes to create geofenced areas for speed limits, parking restrictions, and no ride zones. Trip data also allows City staff to assess demand and targeted locations for improving active transportation infrastructure.

BRIEFING PAPER: WheelShare – Shared Micromobility Contract Updates
City of Spokane
Transportation Commission
6/17/2026

The program requires investments by the shared mobility operator towards equity initiatives in the City of Spokane. Lime operates “Lime Access Program” which provides discounted fees for those who qualify. Reasons for eligibility include SNAP, Medicaid, Federal Subsidized Housing, and any other approved social service program. An additional equity component requires Lime to locate 10% of its deployed fleet in designated Equity Focus Areas (census tracts that have a score of 9 or 10 on the Council of Environmental Quality’s Climate and Economic Justice Screening Tool).

Aligning with Comprehensive Plan Transportation Goal B: Provide Transportation Choice, the program helps the City “meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices” and deliver on the City’s Transportation Demand Management commitment by providing an additional solution for the first mile/last mile component of public transit trips.

The WheelShare program is a revenue source for the City. The operator fee schedule under the proposed contract is \$17,000 per year with an additional vehicle charge of \$0.75 per vehicle per day. These funds go to supporting active transportation projects in Spokane. Since initiation, the program facilitated 2.7 million trips and 3 million miles traveled in Spokane.

Timeline/ Further Action:

Following consideration of the current contract amendments by the end of June 2026, further action will occur in November 2026 to consider contract extension.



CITY OF SPOKANE

CONTRACT RENEWAL AMENDMENT

Title: **SHARED MOBILITY SERVICES AGREEMENT**

This Contract Renewal Amendment is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **NEUTRON HOLDINGS INC., DBA LIME**, whose address is 85 2nd St First Floor San Francisco CA 94105, as ("Company"), individually hereafter referenced as a "party", and together as the "parties".

WHEREAS, the parties entered into a Contract wherein the Company agreed to provide Spokane WheelShare (Shared Mobility) Operator(s) Services; and

WHEREAS, changes to the Operating Requirements and Fee Schedule from the original contract have been requested, thus the original Contract needs to be formally Amended by this written document; and

WHEREAS, the original contract provided for two (2) additional two (2) year renewals, with this being the first of those renewals.

NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:

1. CONTRACT DOCUMENTS.

The Contract, dated June 4, 2026, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

2. EFFECTIVE DATE.

This Contract Renewal Amendment shall become effective on January 1, 2027 and shall run through December 31, 2028.

3. AMENDMENT.

Updated Operating Requirements are attached as Attachment B and the Updated Fee Schedule is attached as Attachment C.

4. COMPENSATION/FEES.

See the attached Updated Fee Schedule, Attachment C.

5. DEBARMENT AND SUSPENSION.

The Company has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or ineligible from participation in Federal Assistance Programs under Executive Order 12549 and "Debarment and Suspension", codified at 29 CFR part 98.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Renewal Amendment by having legally-binding representatives affix their signatures below.

NEUTRON HOLDINGS INC., DBA LIME

CITY OF SPOKANE

By _____
Signature Date

By _____
Signature Date

Type or Print Name

Type or Print Name

Title

Title

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Attachments to this Contract Amendment

- Attachment A - Certification Regarding Debarment
- Attachment B – Shared Mobility Operating Requirements
- Attachment C – Fees Schedule

**- ATTACHMENT A
CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY AND VOLUNTARY EXCLUSION**

1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
 - c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
 - d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.

2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.

3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.

4. I understand that a false statement of this certification may be grounds for termination of the contract.

<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Name of Subrecipient / Contractor / Consultant (Type or Print)	<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Program Title (Type or Print)
<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Name of Certifying Official (Type or Print)	<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Signature
<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Title of Certifying Official (Type or Print)	<hr style="border: none; border-top: 1px solid black; margin-bottom: 5px;"/> Date (Type or Print)

ATTACHMENT B

Shared Mobility Operating Requirements

2026-2028 Requirements are subject to change.

Equipment and Safety

Requirement S1: All bicycles used by Shared Mobility Providers (Firm) shall meet the standards outlined in the Code of Federal Regulations (CFR) under [Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles](#). Additionally, permitted systems shall meet the safety standards outlined in [ISO 43.150 – Cycles, subsection 4210](#).

Requirement S2: Electric bicycles deployed as part of the Shared Mobility program shall meet the National Highway Traffic Safety Administrations (NHTSA) definition of *low-speed electric bicycles*; and shall be subject to the same requirements as ordinary bicycles (described in Requirement S1). This means that electric bicycles shall have fully operable pedals, an electric motor of less than 750 watts, and a top motor-powered speed of less than 20 miles per hour when operated by a rider weighing 170 pounds. Electric assist bikes shall comply with the Class 1 definition and requirements of RCW 46.04.169 and RCW 46.61.710.

Requirement S3: All bicycles shall meet the Revised Code of Washington's (RCW) requirements for lights during hours of darkness, described in [RCW 46.61.780](#). This includes a front light that emits white light and a rear red reflector.

Requirement S4: All electric scooters used by Shared Mobility Providers shall be consistent with current industry standards for dockless e-scooters including, but not limited to the following features:

1. A warning bell.
2. A front white light.
3. A rear red light visible from a distance of at least 500 feet and that stays illuminated for at least 90 seconds after coming to a full stop.
4. Front and rear brakes.
5. A unique identifier.
6. Photo validation and geofencing technology to ensure parking and operational compliance.
7. Sidewalk riding detection hardware and software.
8. Functionality for remote control of individual and fleetwide scooter operations including, but not limited to:
 - a. Preventing the beginning or ending of a rental trip outside service area boundaries;
 - b. Slowing and stopping the device once rental trip exits service area boundaries;
 - c. Slowing and stopping the device in designated no-ride zones within the service area;
 - d. Reducing device speed in designated zones;
 - e. Preventing the ending of trips in no parking zones or other geofenced areas;
 - f. Requiring the ending of trips in designated parking zones or other geofenced areas; and
 - g. Disabling the entire fleet when reasonably requested by the City.
9. Shared Mobility Providers under this program shall also comply with any e-scooter standard or regulation enacted or adopted by the State of Washington or federal agency during the course of the contract.

Requirement S5: Electric assist bikes and scooters shall be limited to 15 miles per hour on flat ground. Shared Mobility Providers shall utilize geofencing to restrict and reduce speeds in special areas or zones as defined by the City. Examples of special speed zones may include but are not limited to: Riverfront Park, sections of the Centennial Trail, the County Courthouse and Public Safety complex and other large public spaces or zones.

Requirement S6: Shared Mobility Providers shall provide a mechanism for customers to notify the Firm that there is a safety or maintenance issue with the bicycle or scooter.

Requirement S7: Shared Mobility Providers shall have visible language that notifies the user that:

1. Helmet use is encouraged by all users.
2. Bicycles and scooters are restricted from using sidewalks in the downtown retail district zone as defined by Spokane Municipal Code (SMC) 16A.04.100(Z) and SMC 16A.61.787.
3. Outside of downtown, bike and scooter riders shall yield to pedestrians on sidewalks per SMC 16A.61.787.

Requirement S8: Shared Mobility Providers agree that the City of Spokane is not responsible for educating users regarding laws and restrictions regarding bicycle and scooter use. Neither is the City responsible for educating users on how to ride or operate a bicycle or scooter. Shared Mobility Providers agree to educate users regarding laws applicable to riding and operating a bicycle and scooter in the City of Spokane and Spokane County, to encourage users to wear helmets and to comply with applicable laws.

Requirement S9: Use of shared mobility vehicles shall be limited to adults, 18 years of age or older. Shared Mobility Providers shall notify users of this requirement.

Requirement S10: Use of shared mobility vehicles shall be limited to use by one person; no passengers are permitted.

Requirement S11: Shared Mobility Providers shall actively promote proper and safe use and riding behavior for bicycles and scooters and encourage and promote the use of bicycle helmets. Riding behavior education should include the requirement to ride in roadways as opposed to sidewalks in the downtown, yielding to pedestrians, and selection of appropriate parking places. The Shared Mobility Provider shall encourage helmet use through partnerships and promotions with local bicycle shops, hotels, parks, and bicycle and pedestrian advocacy groups and/or through helmet promotions that provide free or reduced cost helmets to their users. This can be done through giveaways or helmet vending so long as the shared helmets are appropriately inspected and sanitized prior to redistribution. Each Shared Mobility Provider, not the City, shall be responsible for ensuring helmets provided by such Shared Mobility Provider, whether free or at a reduced cost, complies with applicable and relevant helmet safety requirements.

Requirement S12: Speed zones shall be administered through geofencing as required by the City. A reduced speed zone shall be administered for Riverfront Park. Electric vehicles shall be limited to 7 miles per hour through the park. Geofence boundaries shall be adjusted such that these limits activate within the park, but do not interfere with travel on adjacent streets.

Requirement S13: In reference to Requirement S4, Shared Mobility Providers shall provide specifications detailing the capabilities of the vehicle fleet to accurately and automatically detect sidewalk riding and designated location-based parking zones. The Shared Mobility Provider shall demonstrate the ability to deploy both location-based parking restrictions and sidewalk-riding detection technology in designated operating zones within the City, such as the Downtown Business District.

Parking

Requirement P1: For dockless shared mobility systems, bicycles and scooters shall be parked in the landscape/furniture zone of the sidewalk, as indicated in Figure 1. Shared Mobility Providers shall inform customers regarding appropriate parking behavior and locations. For shared mobility stations that require the installation and maintenance of objects in the right-of-way (ROW), an annual permit is required for every location. The City of Spokane's Developer Services Division will provide guidance on locating shared mobility stations, as well as the additional permits that may be required.

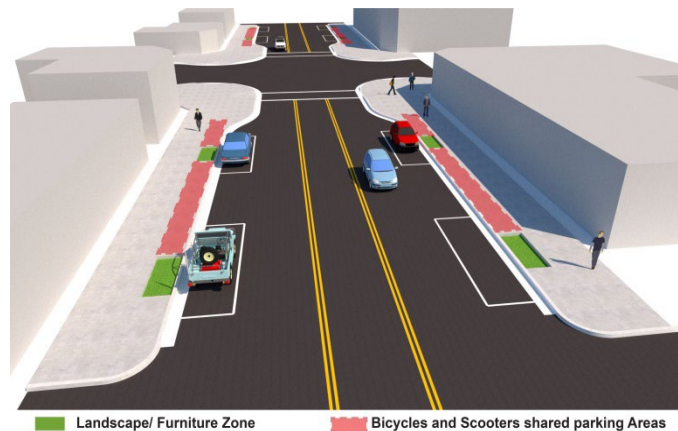


Figure 1

Requirement P2: For shared mobility stations that require the installation and maintenance of objects in the right-of-way (ROW), an annual permit is required for each location. The City of Spokane's Developer Services Division will review and provide guidance on locating shared mobility stations, as well as determine additional permits that may apply.

Requirement P3: Restrictions to allowed parking zones on sidewalks:

1. Bicycles shall not be parked at the corners of sidewalks as indicated in Figure 2.
2. Bicycles and scooters shall not be parked on blocks where the landscape/furniture zone is less than 3 feet wide, or where there is no landscape/furniture zone.
3. On blocks without sidewalks, bicycles may be parked in the public right-of-way if the travel lane(s) and a 6-foot pedestrian clear zone are not impeded.
4. The City reserves the right to determine certain block faces where dockless shared mobility parking is prohibited. The City also retains the right to define limited parking zones near business entrances or bus stops. These zones should be closely monitored and parking re-balanced often if/when vehicles accumulate with regular use. The Shared Mobility Provider shall attend to these zones as needed to maintain functional pedestrian access.
5. Bicycles shall not be parked on the sidewalk or street adjacent to or within:
 - a. Parklets and streateries;
 - b. Transit zones, including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks;
 - c. Loading zones;
 - d. Disabled parking zone;
 - e. Street furniture that requires pedestrian access (for example - benches, parking pay stations, bus shelters, transit information signs, etc.);
 - f. Curb ramps;
 - g. Building entryways; and

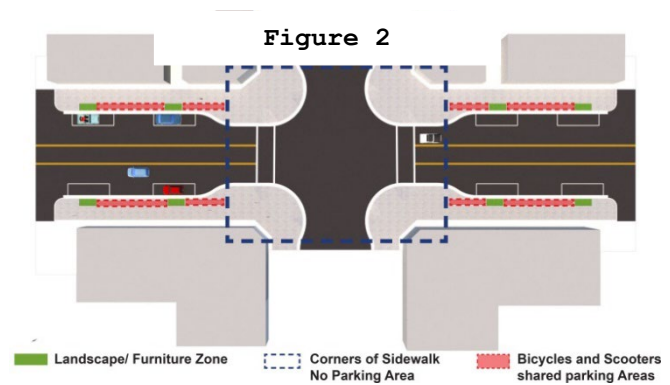


Figure 2

h. Driveways.

Requirement P4: These requirements relate to operations within the City of Spokane Right-of-Way. Additional zones may be established; for example, locations within parks, publicly-accessible plazas, on-street parking spaces (bike corrals), off-street parking lots/garages, or campuses. However, permission to do so shall require coordination with the appropriate department, agency, or property owner; and shall be communicated to the customer through signage approved by the respective entity and/or through the mobile and web application.

Requirement P5: The City retains the right to require operators to create geo-fenced stations within certain areas where bicycles and scooters shall be parked. All city-installed scooter and bike corrals shall be geo-fenced for scooter deployment and shall have incentives for users to park in these areas.

Requirement P6: Any dockless bicycle or scooter that is parked in one location for more than 7 consecutive days without moving may be removed by City of Spokane crews and taken to a City facility for storage at the expense of the Shared Mobility Provider. The City shall invoice the Shared Mobility Provider for the vehicle removal and storage expenses.

Requirement P7: All permitted operators shall provide, on every bicycle and scooter, contact information for bicycle and scooter relocation requests.

Requirement P8: Bicycles and scooters shall be upright when parked.

Requirement P9: Any bicycle or scooter that is parked incorrectly shall be re-parked in a correct manner or shall be removed by the Shared Mobility Provider within the following timeframes:

- 6am to 6pm - within two hours of receiving notice,
- All other times – within 10 hours of receiving notice.

Requirement P10: Bicycles can only be parked on hard surfaces within the landscape/furniture zone (e.g. concrete, asphalt).

Requirement P11: If parking behavior becomes problematic, as deemed by the City, the City retains the right to require the Shared Mobility Provider to incentivize proper parking etiquette. This would include the use of geofencing and appropriate signs/markings to highlight appropriate parking locations and promotional information distributed to users to offer discounted rates to be earned by prolonged good behavior. The City will consider discounts to quarterly vehicle fees charged to the Shared Mobility Provider, as noted in the shared mobility contract, based on amount invested in operational and technological parking innovations.

Requirement P12: The Shared Mobility Provider shall implement and maintain a system for fining users for wrongly parked vehicles as determined by user-taken end-of-trip photos. Such fines shall follow an escalating scale of \$10 for the first violation, \$20 for the second violation, \$50 for the third violation and removal from the program for the fourth violation.

Operations

Requirement O1: All Shared Mobility Providers shall have a staffed operations/maintenance center located in the City of Spokane.

Requirement O2: All Shared Mobility Providers shall have a local manager(s). The Shared Mobility Provider shall provide the contact info (cell phone number and e-mail) for the local manager(s) to the City of Spokane program manager.

Requirement O3: All Shared Mobility Providers shall have a 24-hour customer service phone number for customers to report safety concerns, complaints, or ask questions.

Requirement O4: All Shared Mobility Providers shall provide the City with a direct contact for Shared Mobility Provider staff that are capable of rebalancing bicycles. All permitted Shared Mobility Providers shall relocate or rebalance according to the following timeframes:

- 6am to 6pm - within two hours of receiving notice,
- All other times – within 10 hours of receiving notice.

Requirement O5: All Shared Mobility Providers shall have a performance bond of \$80/bicycle or scooter, with a cap of \$10,000. The form of the bond shall be approved by the City. These funds shall be accessible to the City for future public property repair and maintenance costs that may be incurred, removing, and storing bicycles improperly parked, or if a company is not present to remove bicycles if its contract is terminated. If a permitted operator increases the size of their fleet, the performance bond shall be adjusted appropriately before deploying additional bicycles.

Requirement O6: Any inoperable bicycle or scooter, or any bicycle or scooter that is not safe to operate shall be removed from the right-of-way within 24 hours of notice by any means to the Shared Mobility Provider by any individual or entity and shall be repaired and safety inspected before putting the bicycle or scooter back into revenue service.

Requirement O7: All Shared Mobility Provider(s) shall have a minimum bicycle and scooter fleet of 500 vehicles; operators shall meet this fleet size within one calendar week of the initial launch date. The vehicle fleet shall include at least 50 bicycles. The vehicle fleet shall also include a daily average of 25 sit-down scooters by the end of the 2026 season and launch in spring 2027 between 25 and 250 seated scooters/Lime Gliders to be assessed for continuation at the end of that year. The maximum fleet size shall be 2000 vehicles unless otherwise approved in writing by the City. The maximum vehicle cap may also be raised by 250 additional vehicles if the average trips-per-vehicle is 2.5 or higher. Prior to raising the cap in this manner, the City shall be notified.

Weather conditions permitting, the Shared Mobility Provider shall maintain the minimum fleet size from March 15th through November 15th. Fleet size may be reduced from November 15th through March 15th; vehicles should be deployed during this time period when weather and street conditions allow. The fee shall be reduced to 0.33\$ per vehicle per day from November 15 to March 15. Re-introduction after

winter closures shall be done only with approval from the City.

Requirement O8: The City may determine additional or altered operating requirements based on data received as part of the data sharing requirements specified below.

Requirement O9: Every bicycle and scooter shall have a unique identifier that is visible to the user on the bicycle.

Requirement 10: Shared Mobility Providers shall have a process in place to handle and address property damage claims and complaints related to operation of their shared mobility vehicles. Shared Mobility Providers shall provide contact information to the City for Shared Mobility Provider staff responsible for addressing property damage issues.

Requirement O11: If the City incurs any costs addressing or abating any violations of these requirements or incurs any costs of repair or maintenance of public property, upon receiving written notice of the City costs, the permitted operator shall reimburse the City for such costs within thirty days.

Requirement O12: The City reserves the right to terminate a Shared Mobility Provider's participation in the program at any time and require that the entire fleet of bicycles be removed from Spokane streets. The decommissioning shall be completed within 5 days unless a different time period is determined by the City.

Requirement O13: If a permitted Shared Mobility Providers' scooter or e-bike is thrown, discharged, disposed or deposited in the City's bodies of water, including but not limited to the Spokane River, in addition to any applicable penalty, the Shared Mobility Provider shall, if practically possible and safe to do so, retrieve such scooter from the City's waters within 24 hours of knowledge of the incident, whether reported by the public, within the Shared Mobility Provider's software or by other means. If the Shared Mobility Provider does not retrieve such scooter from the City's waters within the specified time limit, the City, in its sole discretion, may retrieve such scooter from the City's waters, and the Shared Mobility Provider shall, in addition to being subject to other applicable penalties, reimburse the City's reasonable retrieval cost.

Exception: Any Shared Mobility Providers' scooter or e-bike thrown, discharge or deposited within the Monroe Street and Upper Falls HED Project Boundary (as shown below) shall be retrieved only by licensed and insured contractors approved by the City.

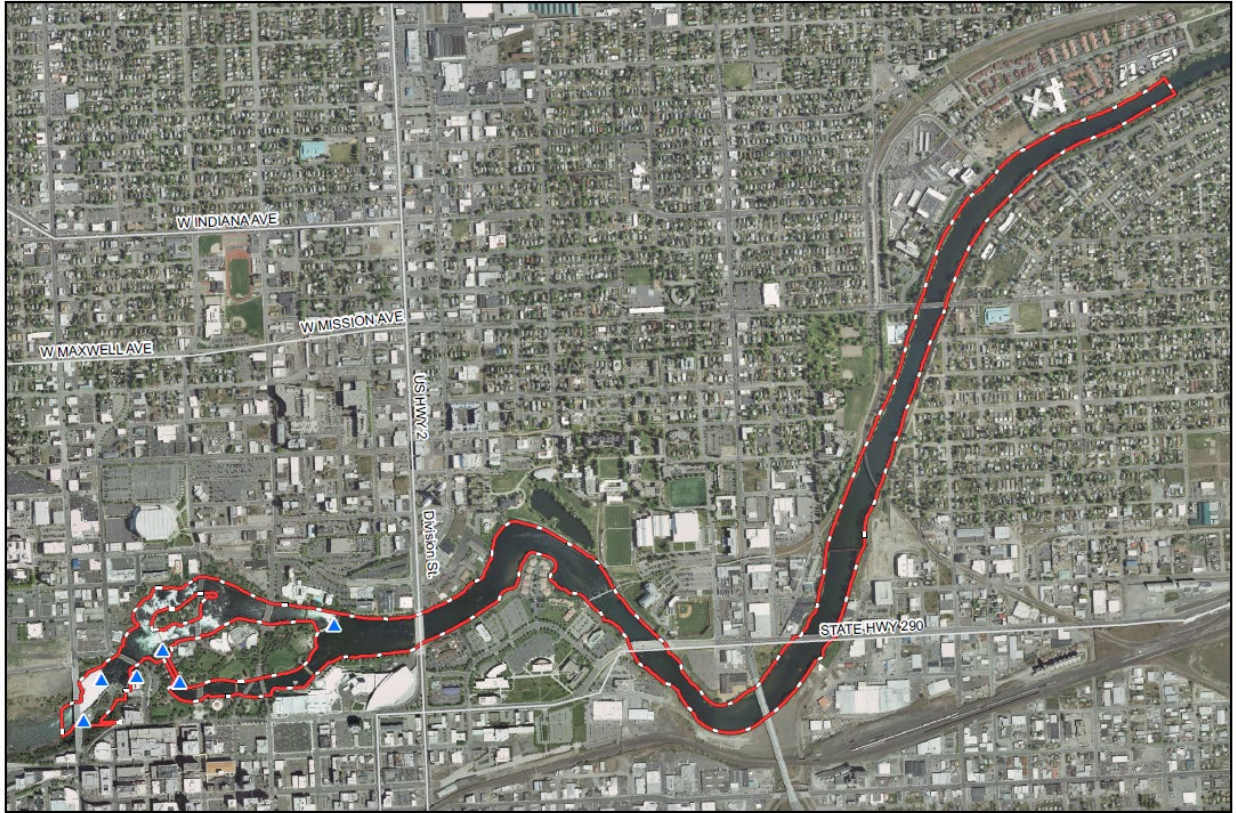


Figure 3: Monroe Street and Upper Falls HED Project Boundary, Source: Avista Utilities

Requirement O14: The Shared Mobility Provider shall promptly disclose any patterns of vandalism, sabotage, or other intentional destruction of its devices that render the devices unsafe to operate.

Special Events and Standing Weather Conditions

Requirement SS1: All permitted Shared Mobility Providers shall coordinate and cooperate with City staff regarding operations during special events. Special events may include but are not limited to: Bloomsday, Hoopfest, Lilac Day Parade, Pigout in the Park. During special events, shared mobility vehicle placement, parking and use may be prohibited or restricted within or near the location of the special event as defined by the City. Shared Mobility Providers shall provide adequate staffing during the special events to comply with the restrictions, rebalancing or removing vehicles as needed. When feasible, Shared Mobility Providers may be required to establish special geofenced boundaries that make the vehicles inoperable or operate at reduced speeds within or near the defined special event zone. The City will consider discounts to quarterly vehicle fees, as noted in the shared mobility contract, based on amount invested in operational and technological event management innovations such as geo-fencing and associated staffing requirements.

Shared Mobility Providers shall coordinate with City staff and special event organizers to identify and

establish designated parking locations outside of the event zone for the parking of shared mobility vehicles.

Requirement SS2: Shared mobility vehicles shall be removed from city streets during snowy or icy weather conditions and in advance of anticipated significant weather events. Vehicles shall not be returned to operation until snow and ice have dissipated by natural means. This will be substantiated by melted/thawed conditions with temperatures above freezing for the duration of the time between 6:00 a.m. and 9:00 p.m. and which will allow safe usage of bicycles and scooters. During City declared weather or snow emergencies, Shared Mobility Providers shall remove all vehicles from the public right-of-way within 4 hours.

Data Sharing

Requirement DS1: The Shared Mobility Provider shall make data available to the City that is compliant with the Mobility Data Specification (MDS) format. The data shall be made available to the City, at a minimum, on a weekly basis.

Requirement DS2: The Shared Mobility Provider shall make available to City staff a 'data dashboard' that provides access to data that is updated on a daily basis. The minimum basic data provided and available for viewing should include:

- Number of each vehicle (bicycle and scooters) deployed
- Number of rides/trips
- Average trip length
- Average trip distance

Requirement DS3: All permitted Shared Mobility Providers shall cooperate with the City in the distribution of customer surveys related to shared mobility through notifications and links on the Shared Mobility Providers application and through e-mail notification of Shared Mobility Provider's customers.

Requirement DS4: All permitted Shared Mobility Providers shall keep a record of maintenance activities, including but not limited to bicycle and scooter identification number and maintenance performed. These records shall be sent to the City monthly.

Requirement DS5: All permitted Shared Mobility Providers will keep a record of reported collisions. These records will be sent to the City monthly.

Requirement DS6: All permitted Shared Mobility Providers agree to the City using a third-party consultant or researcher for evaluation of shared mobility. Data will be shared with the City's consultant or third-party researcher only for the purposes of evaluation and/or enforcement of the Shared Mobility Operating Requirements.

Requirement DS7: The Shared Mobility Provider is responsible for securing, maintaining and validating all data, including any geospatial data, required to implement sidewalk riding detection technology. The

Shared Mobility Provider shall provide sidewalk riding detection data to the City upon request in a format specified by the City.

Requirement DS8: The Shared Mobility Provider shall require that all users take a photo of the parked device before ending a trip and implement strategies to compel users to take the required trip-end photo. The Shared Mobility Provider shall also provide instructions within the app that assure riders take trip-end photos that clearly show if a device is properly parked. The Shared Mobility Provider shall have a method for reviewing trip-end photos for compliance with parking rules, and work with the City to use these photos to promote parking compliance. Trip-end photos are not required for users that access a device without using a smartphone.

Equity

Requirement E1: Shared Mobility Providers shall implement and maintain a program that allows for use of bikes/scooters without a smart phone app.

Requirement E2: Shared Mobility Providers shall implement and maintain a program that allows for cash payment to use shared mobility through programs and partnerships such as PayNearMe.

Requirement E3: Shared Mobility Providers shall publicize and promote available equity programs.

Requirement E4: The Shared Mobility Provider shall distribute at least 10% of its deployed fleet in designated Equity Focus Areas. These Areas are designated as the following areas: census tracts that have a score of 9 or 10 on the Council of Environmental Quality's Climate and Economic Justice Screening Tool.

Fees and Donations

Requirement F1: Shared Mobility Providers shall pay applicable fees as noted in the City's shared mobility contract and associated fee schedule.

Requirement F2: Any fees arising from the need for City crews to relocate or remove bicycles from any location where a bicycle is prohibited under this permit shall equal the City crews' hourly rate plus fifteen percent.

Requirement F3: Shared Mobility Providers shall administer a donation program that allows users to donate to a designated local non-profit organization through the smart phone app.

Enforcement and Penalties

Requirement EP1: The City may seek all applicable penalties, including but not limited to fines, suspension or termination of a Shared Mobility Provider's participation in the program, restitution or other

equitable relief against any Shared Mobility Provider that violates any section of the Shared Mobility Operation Requirements or Spokane Municipal Code.

Requirement EP2: Violations shall be subject to a fine of not less than \$500.00 and not more than \$10,000 for each such violation. Each day that any violation shall continue shall be deemed a separate and distinct offense.

Requirement EP3: The City may suspend a Shared Mobility Provider from operating shared scooter services in the City for up to 30 days for: (i) repeated violations, as determined by the program manager; or (ii) egregious violations; or (iii) violations that pose a significant threat to safety. Violations that may result in license suspension include, but are not limited to:

- i. To operate with devices that do not conform to standards;
- ii. To operate with devices that have not been approved for deployment;
- iii. Failure to disclose maintenance records;
- iv. Failure to follow maintenance procedures;
- v. Failure to provide functioning sidewalk riding detection technology;
- vi. Operating outside of permitted hours;
- vii. Operating outside of permitted service area;
- viii. Exceeding device maximum caps;
- ix. Failure to meet Equity Focus Area minimums;
- x. Failure to meet device parking standards;
- xi. Violating payment or fee calculation rules;
- xii. Failure to adhere to order to remove or disable devices;
- xiii. Failure to meet operational standards;
- xiv. Failure to adhere to geofence requirements;
- xv. Failure to meet education and outreach requirements;
- xvi. Failure to submit required reporting;
- xvii. Failure to comply with MDS API integration requirements;
- xviii. Failure to remedy improperly parked devices.

ATTACHMENT C

Fees – Shared Mobility

Annual Fee: \$17,000
plus
Fee Per Vehicle: \$.75 / vehicle / day
Winter Operations Reduced Fee Per Vehicle: \$.33/vehicle/day
(November 15-March 15)

Possible Discounts:

1. The Shared Mobility Provider (Firm) shall through its safety initiatives, provide and distribute bicycle helmets. The fee charged to the Firm for daily vehicle activity, calculated on a quarterly basis, shall be reduced by the amount invested by the Firm in helmets up to 15% of the total quarterly fee amount. The Firm shall provide backup documentation of this investment as well as helmet distribution numbers to City Staff.
2. The Shared Mobility Provider shall through its existing equity programs make investments towards equity initiatives in the City of Spokane. The fee charged to the Firm for daily vehicle activity, calculated on a quarterly basis, shall be reduced by the amount invested by the Firm in equity programs up to 15% of the total quarterly fee amount. The Firm shall provide back-up documentation of this investment to City staff.
3. The Shared Mobility Provider shall cooperate and collaborate with City staff on operation and technological innovations related to parking, vehicle charging, vehicle sensors and other items related to the Smart Cities initiative. Specific details of involvement and investment in these initiatives may be addressed through future contract amendments as needed. The fee charged to the Firm for daily vehicle activity, calculated on a quarterly basis, shall be reduced by the amount invested by the Firm in these innovations up to 15% of the total quarterly fee amount.
4. The Shared Mobility Provider shall administer a donation module enabling user donations to a specified local non-profit organization. The fee charged to the Firm for daily vehicle activity, calculated on a quarterly basis, shall be reduced by a non-scalable credit up to \$5,000 when the donation program is administered in the City of Spokane.
5. Total quarterly fee reductions to the Firm shall not exceed 50% of the total quarterly fee amount.

Notes:

1. Fees shall be paid according to Attachment A “Terms and Conditions”.
2. The vehicle fee will be charged based on vehicles in operation on any given day. If vehicles are removed from operation due to weather or other conditions, the fee will not apply.

BRIEFING PAPER: TBD Increase Considerations: Car Tab Enforcement and Compliance
City of Spokane
Transportation Commission
6/17/2026

Subject:

Supporting information regarding enforcement and compliance with vehicle registration regulations.

Background:

Upon passage of ordinance C34648 the [Transportation Benefit District Board](#) (TBD) established a \$20 annual vehicle fee in 2011 that is charged on eligible vehicle registrations in City of Spokane. During its April meeting, the commission requested additional information on expired car tab (vehicle registration) enforcement and compliance.

Relationship to Plans/Actions:

Per Spokane Municipal Code 04.40.080 (D):

“The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:

- 1. Use of Transportation Benefit District (TBD) program funds; and*
- 2. Use of funds allocated by the Street Department for residential/local access street maintenance; and*
- 3. Required investments in pedestrian improvements...”*

Project funded by the TBD program may include sidewalk construction and other traffic calming and Complete Streets elements that align with the priorities of the Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, Vision Zero Action Plan to support safe connected multimodal networks for all users.

Timeline/ Further Action:

TBD car tab fees can be increased to \$40 by council without a vote of the people. Staff will bring forward future items regarding this option and what could potentially be paid for by increased fees.

**BRIEFING PAPER: 2025 Annual Report
City of Spokane
Transportation Commission
6/17/2026**

Subject:

Update on the first Transportation Commission Annual Report for 2025.

Background:

Per Spokane Municipal Code (SMC) [04.40.080](#) Duties and Responsibilities:

“The Transportation Commission shall issue an annual report on the state of transportation in the city of Spokane. This report shall include the status of transportation projects, progress of Complete Streets Implementation, transportation improvement expenditures, revenues, construction schedules, any newly acquired data and predictive analytics, and the status and outcome of any transportation studies. Pursuant to RCW 36.73.160, the report shall satisfy the reporting requirements of the Transportation Benefit District.”

The report will satisfy additional reporting Complete Streets reporting requirements identified in SMC [17H.020.060](#) Performance Measures (A-C).

Additionally, the report will satisfy reporting requirements associated with the Automated Traffic Enforcement Program requirements identified in [Revised Code of Washington \(RCW\) 46.63.220 \(b\)\(i\)](#)

Relationship to Plans/Actions:

This report satisfies the reporting requirements of state and local codes identified above.

Timeline/ Further Action:

A final draft of the 2025 Transportation Commission Annual Report will be provided to the Transportation Commission prior to submission and presentation to the City Council.

BRIEFING PAPER: TBD Residential Street Maintenance Project Selection Hearing
City of Spokane
Transportation Commission
6/17/2026

Subject:

Hearing for the purposes of selecting projects for the 2027 residential streets program funded through the Transportation Benefit District (TBD).

Background:

The City of Spokane has nearly 2,200 lane miles of streets. TBD revenues fund annual improvements to the operation, preservation and maintenance of the City's existing transportation facilities through programs set forth in the Six-Year Pavement Maintenance program and the Pedestrian program in the City's Six-Year Comprehensive Street Plan.

This fall the city will select residential street maintenance projects for the 2027 construction season under the Six-Year Streets Plan. Projects will be evaluated to select the proper treatment, generally chipseal or grind and overlay, based on street conditions and cost efficiency. Selected project budgets will be roughly equal for each Spokane City Council legislative district.

Relationship to Plans/Actions:

Project selection is a key component of the 6-Year Streets Plan. Funded projects may include sidewalk maintenance and/or construction, aligning with the priorities of the Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, Vision Zero Action Plan to support safe connected multimodal networks for all users.

Timeline/ Further Action:

After action is taken by the Transportation Commission the Council will consider the recommendations and take action after which staff will prepare the projects for bid.

BRIEFING PAPER: TBD Residential Street Maintenance Project Selection Hearing
City of Spokane
Transportation Commission
6/17/2026

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	Cincinatti/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 Cincinatti	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

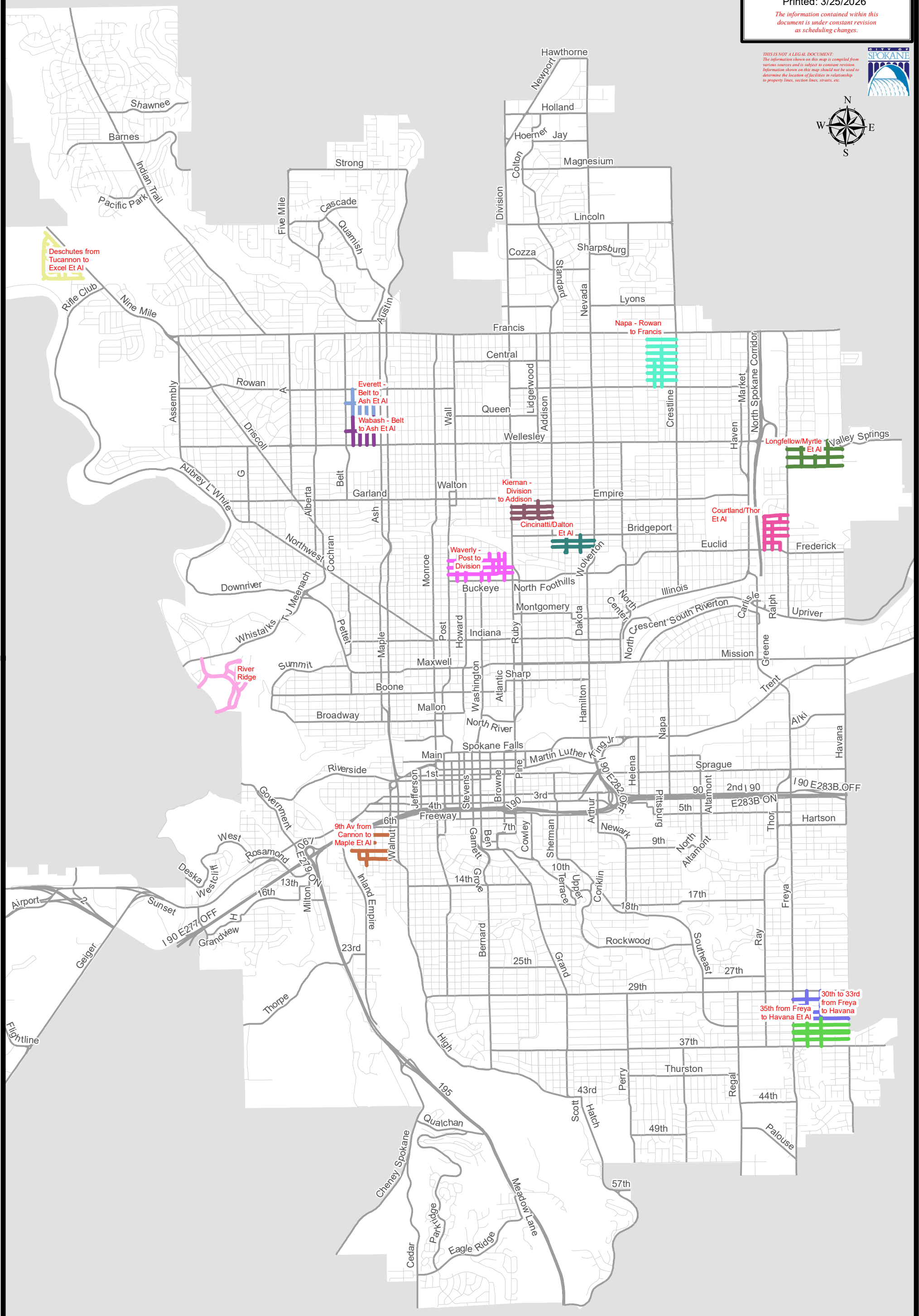
Note: Yellow highlighted Projects recent Citizen Concerns

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.

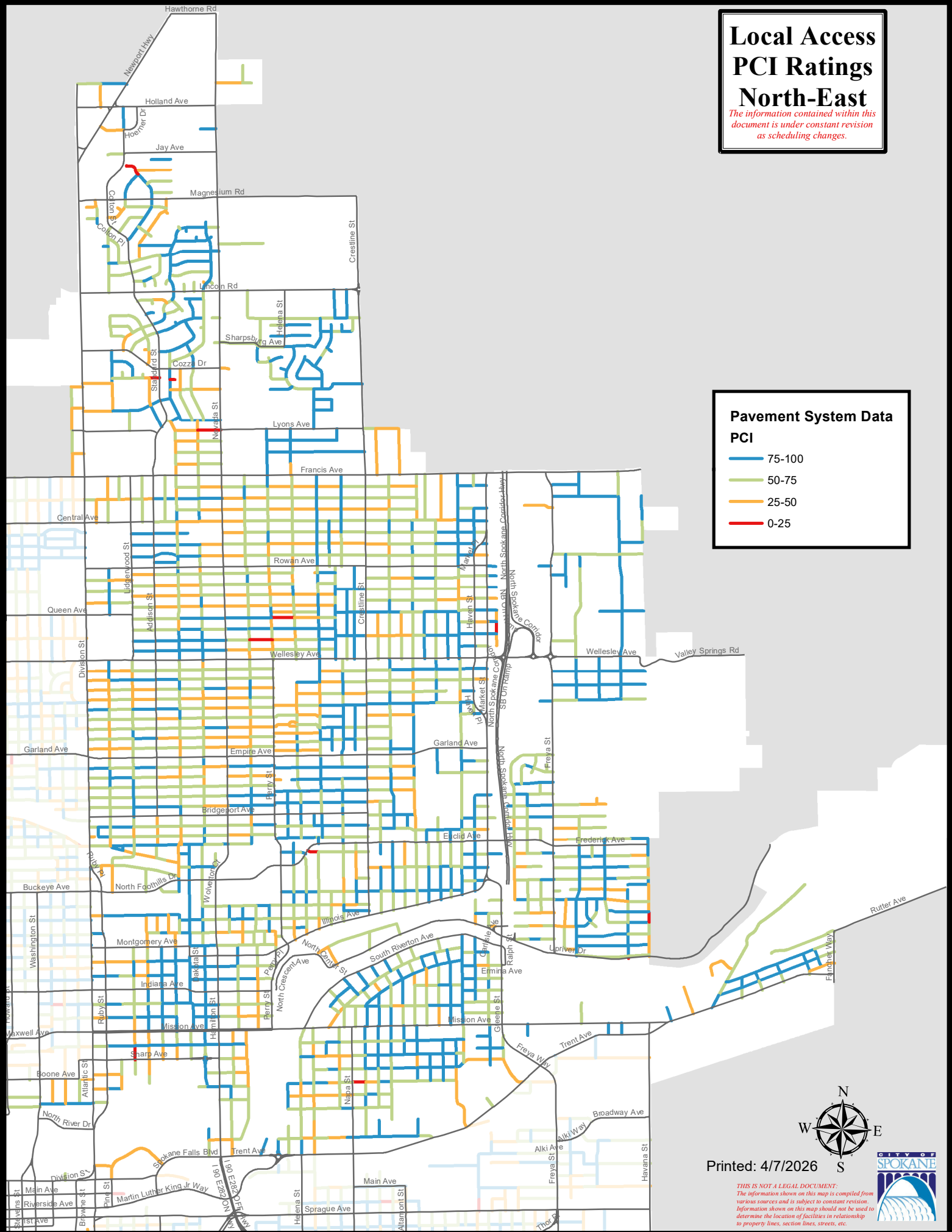


Local Access PCI Ratings North-East

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

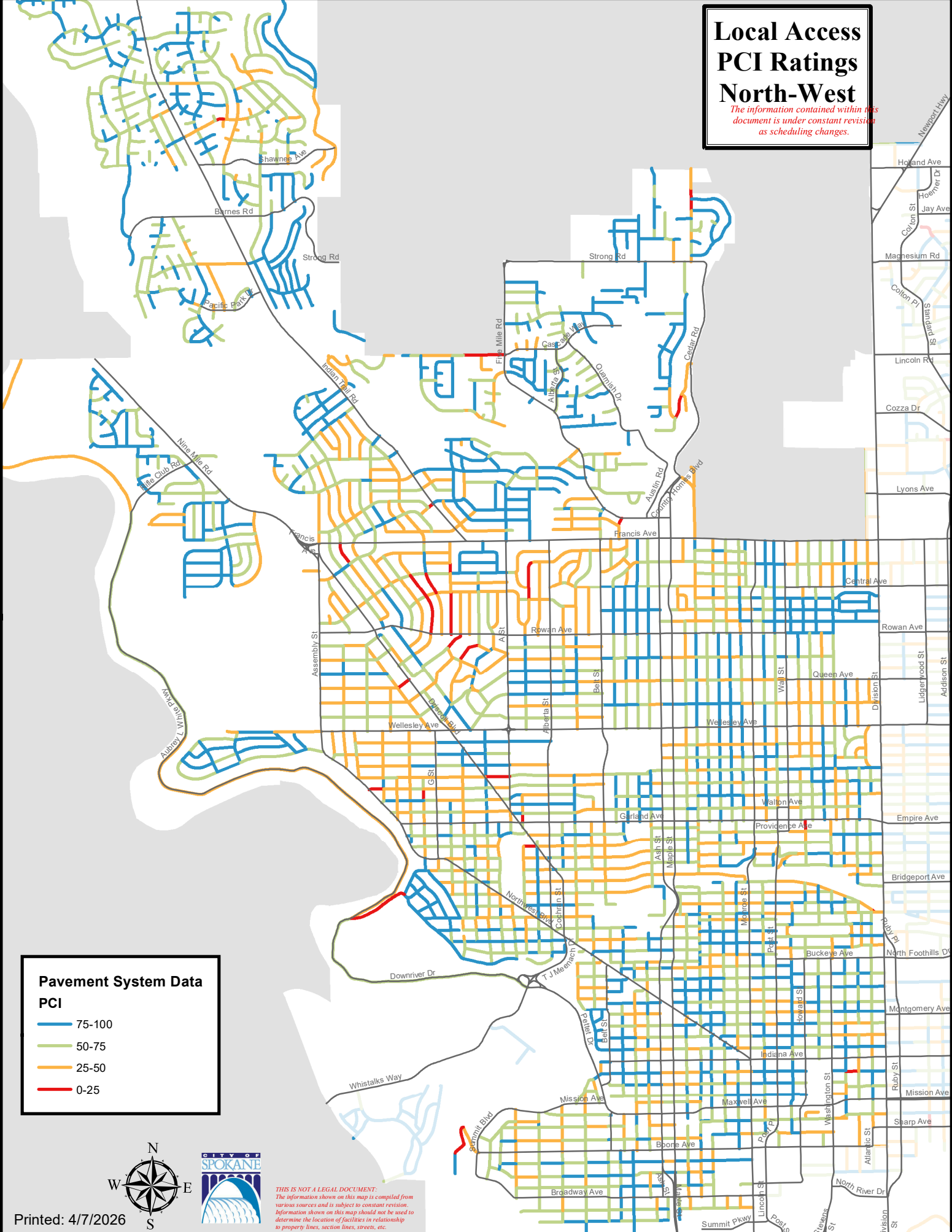


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Local Access PCI Ratings North-West

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



Pavement System Data

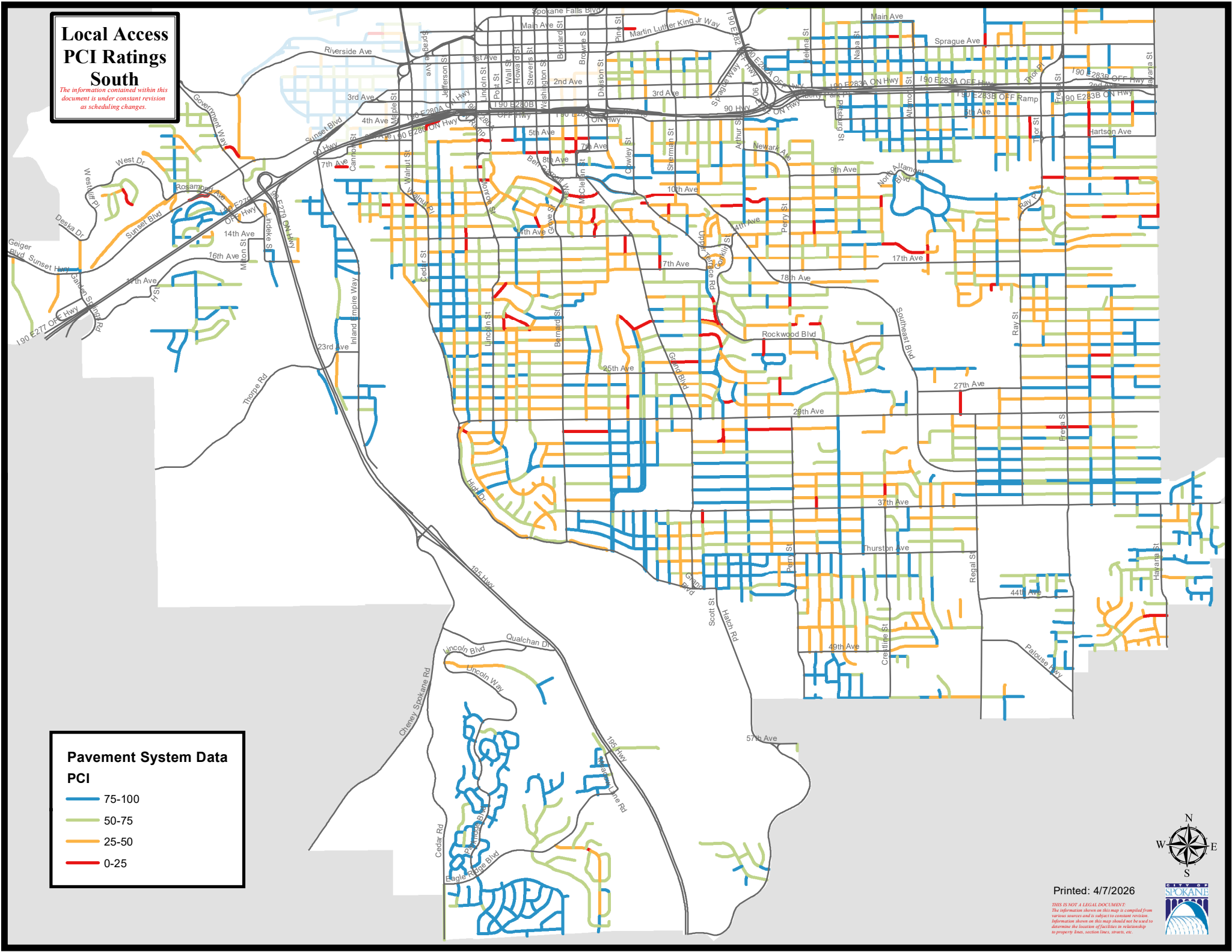
PCI

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



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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

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 or relationships to property lines, section lines, streets, etc.



**Transportation
Commission
Public Comments
Received
5/13/2026 to
6/9/2026**

King, Emily

Sent:

To:

Subject:

Attachments:

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I'm sending this email because i cant show up to the 4pm meeting today.

Can you please fix the potholes and dig down deeper and build a better road with better materials instead of doing the same grind and overlay every year. And stop building bike bike that nobody uses below 45 degrees. I ride 3000-5000 miles a year and drive about the same amount. You wont clear the bike lanes of debris the rest of the year of pine needles and leafs let alone ice in the winter on the bike lanes. And Zack and Kitty the two council members who claim to ride bikes don't know that ASH st is still filled with glass and other debris and its been there over a year despite spending almost a \$1,000,0000 on staffing and equipment to clear bike lanes. All the street sweepers do is brush the debris into the bike lanes. You see this on Crestline as well. And don't even get me started on Riverside with all the ripples caused by the STA busses. Speaking of STA theres a raised bus stop on Lincoln rd and Helena that blocks cyclists from riding on the shoulder see picture for reference. STA make a lot of bad choices with our tax money is there any way to hold them accountable?

Rd

Lincoln Rd

Lincoln Rd

Lincoln Rd

Lincoln Rd

Lincoln Rd

Lincoln Rd

N Helena St



King, Emily

From: Tyler Tamoush <t.n.tamoush@gmail.com>
Sent: Wednesday, May 20, 2026 4:28 PM
To: Harris, Joni; Shipley, Grant; Jackman, Kaylee; Pangborn, Lauren; Young, Rhonda; Bjordahl, Mike; Callary, Raychel; Jouliot, Dylan; Snyder, Jon; BDS Admin
Subject: Minnehaha - Please Read

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Transportation Commission,

I wanted to give verbal testimony during the meeting that is currently happening as I am writing this email, but I missed my chance to raise my hand online. Below is the statement I wanted to read.

I want to address a basic but long standing issue in my neighborhood: the continued lack of paved roads, crosswalks, safe transportation infrastructure, and meaningful environmental mitigation in Minnehaha. I am not here speaking on behalf of the Neighborhood Council nor any of the other hats I wear in the community. I am speaking on behalf of myself.

Minnehaha has been part of the City of Spokane for 119 years, that's longer than Hillyard at 102 years when they were annexed. Over those decades, the neighborhood has experienced substantial infill development, new housing, increased traffic, and growing demands on infrastructure. Yet many residents are still living on unpaved roads riddled with potholes, dust, standing water, and deteriorating driving conditions. The question our residents continue to ask is simple: why are these roads still not paved after more than a century within city limits?

This is not just an inconvenience issue. It is a public health issue.

Unpaved roads generate significant dust and airborne particulate matter, especially during dry summer months. Residents, children, seniors, and people with respiratory conditions are forced to breathe in dirt, vehicle debris, and fine particulates on a daily basis. These conditions can aggravate asthma, allergies, bronchitis, and other respiratory illnesses. During wet seasons, potholes and poor drainage create dangerous travel conditions for vehicles, pedestrians, bicyclists, and emergency response access.

At the same time, the neighborhood is now facing additional environmental burdens from the North/South Spokane Corridor project. Increased vehicle traffic brings increased particulate pollution from tire wear, brake dust, and roadway emissions. While WSDOT has repeatedly discussed connectivity and mobility, our neighborhood has seen very little in the way of meaningful mitigation. One simple and effective mitigation strategy would be substantial tree planting along the corridor trail and surrounding areas to help absorb pollution, improve air quality, reduce heat impacts, and create a healthier buffer for nearby residents. Yet Minnehaha has largely been left without these investments. Currently, just a block away from me, an elderly woman who has lived in the neighborhood for over 80 years now lives adjacent to the corridor. When, and if, the project gets completed she will be extremely vulnerable to these health hazards as well as my 1-year-old baby girl.

The neighborhood should not continue to bear the burden of aging infrastructure while simultaneously absorbing the impacts of major regional transportation projects.

We are asking the Transportation Commission to recognize Minnehaha as a priority neighborhood for paving, infrastructure modernization, drainage improvements, pedestrian safety investments, and environmental mitigation. After 119 years as part of the City of Spokane, our residents deserve basic infrastructure and a healthier environment.

As the new incoming Chair of the Minnehaha Neighborhood Council, I plan on being a very squeaky, but tactful, wheel. My next letter will be voted on by the Neighborhood Council and submitted. I encourage any of you who have not been to the Minnehaha Neighborhood in a while to please contact me and I'd be more than happy to talk a walk with you and show you what I am talking about for better context. Thank you for your time.

Respectfully,
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King, Emily

From: k b <kyle_butcher@hotmail.com>
Sent: Monday, June 8, 2026 10:42 AM
To: Transportation Commission
Subject: Traffic safety analysts request

[CAUTION - EXTERNAL EMAIL - Verify Sender]

North Market street at Euclid, and the Greene St bend, as well as Illinois Avenue, and the neighborhoods bordered by Market and Illinois have become increasingly dangerous to live and drive in. It is normal for traffic to flow at 50 mph or higher down euclid. There are collisions and pedestrians in danger almost 24/7. There are school zones and parks. We need action in this neighborhood now!

Kyle Butcher