



Transportation Commission Agenda

Regular Meeting

Thursday, October 15, 2026

4:00 PM

Hybrid - Council Chambers / Microsoft Teams

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See page two for Information

TIMES GIVEN BELOW ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

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 [9/17/2026](#) 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 – 4:40 [Safe Routes to Schools Overview](#) (Inga Note)
2. 4:40 – 4:50 [Emergency Streets – Deployment 1](#) (Nicole White)
3. 4:50 – 5:05 [Bikeway Design Guidelines](#) (Tyler Kimbrell/Kittelson)
4. 5:05 – 5:20 [TBD Sidewalk Project Alternatives](#) (Kevin Picanco)

Hearings: (All times below are approximate)

1. 5:20 – 5:50 [*Cycle 15 Traffic Calming Narrowed List](#) (Nicole White)

Adjournment: The next regularly scheduled TC meeting will be Thursday, November 19, 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

Thursday, October 15, 2026

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

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 10/8/2026, until 3:00 p.m. on 10/15/2026**. 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

Thursday, September 17, 2026

City Council Chambers

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

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

- *Brian Muegge*

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, Washington State Department of Transportation, Spokane Regional Health District, Downtown Spokane Partnership, Plan Commission, City Council
- Non-Voting Members Not Present: PBIA East Sprague, University District, Northeast Public Development Authority, S3R3 Solutions, Spokane Public Schools, Community Assembly
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Nicole White, Tyler Kimbrell, Kevin Picanco, Brian Brisendine, Katherine Fairborn, Sarah Sirott, Clint Harris, CM Zack Zappone, Mayra Marroquin, Colin Quinn-Hurst, CM Kate Telis, Andres Grageda, Kirstin Davis, Sebastian Pedinielli

Minutes: Minutes from 8/20/2026 approved unanimously.

Briefing Session:

- **President Report** – Grant Shipley
 - Grant thanked the public for their comments and their interest in their city.
 - Grant reminded everyone of the importance of standards and uniformity in traffic control. As vehicles move through the city, they are all lethal objects, and the more people can focus on operating their vehicle and driving and all the things that keep them safe, the better. There are reasons these standards exist, and they are good reasons.
- **Secretary Report** – Jon Snyder
 - Week Without Driving is October 1st through 8th. There are some good local events happening around it. It's important to highlight the some 30% of people in Washington State that aren't able to drive. This is a time to check in and think about how we make our transportation system work for everyone.
 - Today is Lauren Pangborn's last meeting with the Transportation Commission. She has taken a position with the Plan Commission. Lauren's position is with the Bicycle Advisory Board, so we'll be looking for somebody else to take her place.
- **Additional Reports – Emily Poole, Spokane Transit Authority**
 - Emily highlighted that STA has their September service change starting Sunday. That includes an extension of Route 36 North Central into the Hillyard neighborhood. The route will extend all the way to Freya and Lyons. That will be a new service to an area in northeast Spokane that has not previously had service.
 - They are also improving the frequency of Route 7 and Route 63 with the service change. The FIFA service that was offered earlier this summer with half-hour frequency on Route 7 on weekends and Saturdays, they are implementing that frequency permanently on Saturdays. They'll have more frequent services from Liberty Lake to the Spokane Airport across the region on Saturdays.
 - STA is rolling out STA Link, which is the mobility on demand service. They're excited to bring the STA Link pilot service into Latah Valley and North Spokane Valley.
- **Additional Reports – Eve McMenamy, Spokane Regional Transportation Council**

- SRTC's Transportation Improvement Program is currently open for public comment until October 1st. It is our program of projects that will be implemented over the next four years. There are about 15 projects from the City of Spokane, and 60 projects overall from other local jurisdictions. There will also be a public open house on September 24th at the Spokane Central Library from 4:30pm to 6:00pm.
- **Additional Reports – Shauna Harshman, Washington State Department of Transportation**
 - Shauna provided an update on the North Spokane Corridor engagement. They are coming to an end with public engagement around the North South Corridor and landscaping along Interstate 90 as part of that project. There will be one final workshop on Thursday, November 12th from 5:00pm to 7:00pm at Francis L. Scott Elementary. There will be a community report and one final meeting on the final designs in January. That will be the culmination of about a decade of community engagement and vision around the North South Corridor.
 - WSDOT has been doing tabling for the Liberty Park Land Bridge project all summer and establishing those current conditions and understanding the project area. Just today, they have started moving into concept development. They are just now scheduling winter workshops and community engagement to work with the community on those designs.
- **Additional Reports – Emilie Cameron, Downtown Spokane Partnership**
 - Emilie provided an update on Commute Smart Northwest. This is a partnership between the DSP, SRTC, STA, the City of Spokane, and Gonzaga University in how to encourage small employers to look at incentives around commute programs. They had a survey and open house, and next month, Emilie will have some feedback to share. She wanted to remind the commission that they have a program now that includes free bicycling and walking safety kits for these employers, as well as two months of STA bus passes, two months of rideshare fares, an emergency ride home program, as well the opportunity to look at installation of bike racks and even rideshare parking.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Cycle 15 Traffic Calming
 - Presentation provided by: Nicole White
 - Questions asked and answered.
 - Discussion ensued.
- Vision Zero Spokane Crash Analysis
 - Presentation provided by: Tyler Kimbrell
 - Questions asked and answered.
 - Discussion ensued.
- Emergency Streets Pilot Program Update
 - Presentation provided by: Nicole White
 - Questions asked and answered.
 - Discussion ensued.

Hearing Items:

- TBD Fee Increase Recommendation
 - Presentation provided by: Jon Snyder
 - Public Comment
 - None
 - Questions asked and answered.
 - Discussion ensued.

Motion: I [Commissioner Pangborn] move to recommend the resolution as written.

Seconded by Commissioner Jouliot.

- **Amendment:** I [Commissioner Callary] move to change shall to must in the last sentence of the resolution. Seconded by Commissioner Bjordahl.

Motion passes 7 to 1 to 0.

Amended motion passes 8 to 0 to 0.

- Spokane Falls Boulevard Recommendation

- Presentation provided by: Kevin Picanco
- Public Comment
 - Brynn West
 - Tim O'Doherty
 - Brandon Bishop
 - Betsy Cowles
 - Emilie Cameron
 - Shauna Harshman

- Questions asked and answered.
- Discussion ensued.

Motion: *I [Commissioner Bjordahl] move to recommend the full one-way option.* Seconded by Vice-President Young.

- **Amendment:** *I [Vice-President Young] move to add “with moveable features” to the end of section 2-C.* Seconded by Commissioner Jackman.

Amended motion passes 6 to 2 to 0.

- **Amendment:** *I [Commissioner Callary] move to change section 2-C to “Add a removeable protected bike facility.”* Seconded by Commissioner Bjordahl.

Motion passes 6 to 2 to 0.

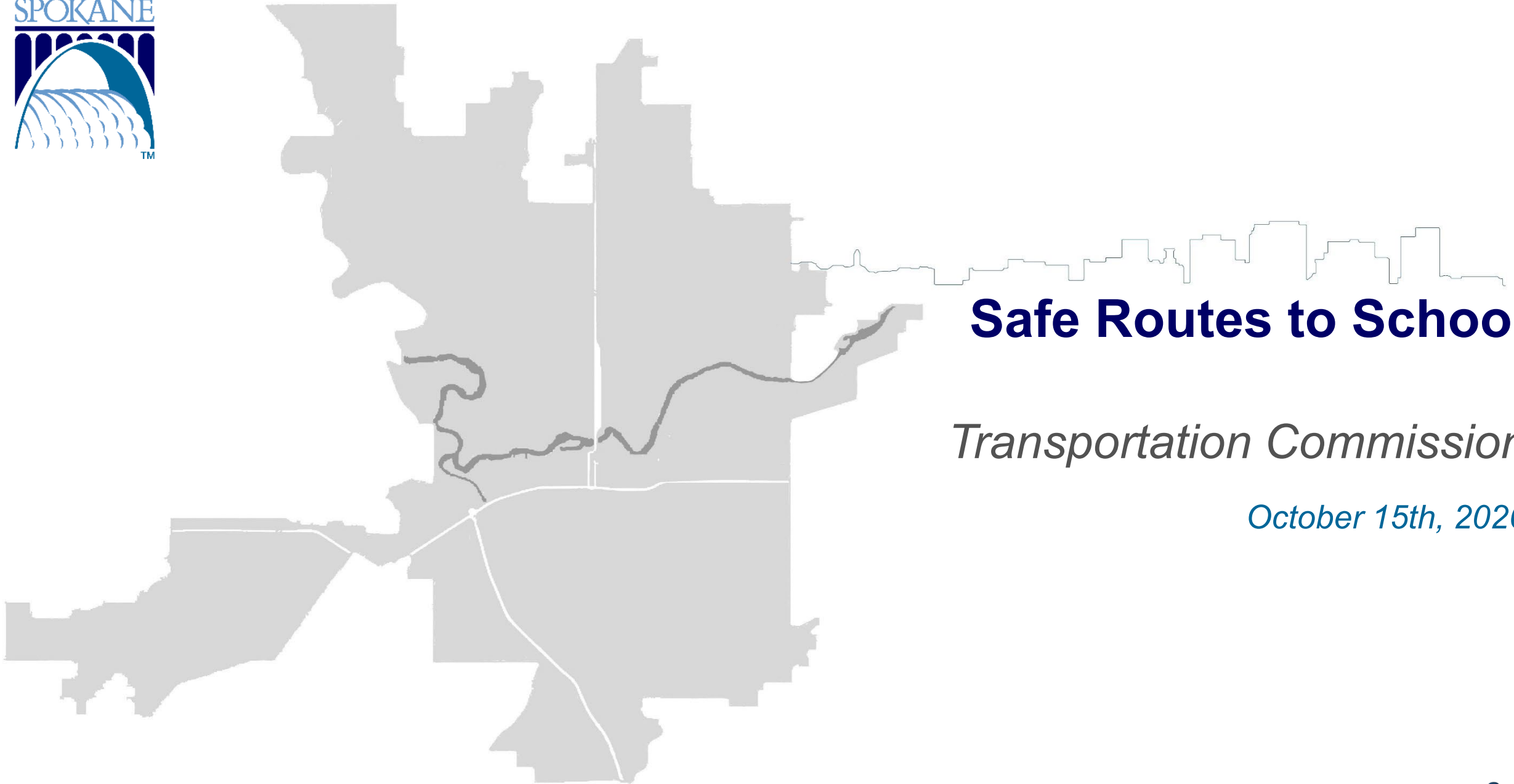
- **Amendment:** *I [Commissioner Pangborn] move to strike everything between “configuration” and “and”.* Seconded by Commissioner Harris.

Motion passes 8 to 0 to 0.

Amended motion passes 7 to 1 to 0.

Meeting Adjourned at 6:32 PM.

The next regularly scheduled Transportation Commission meeting is on Thursday, October 15, 2026.



Safe Routes to School

Transportation Commission

October 15th, 2026

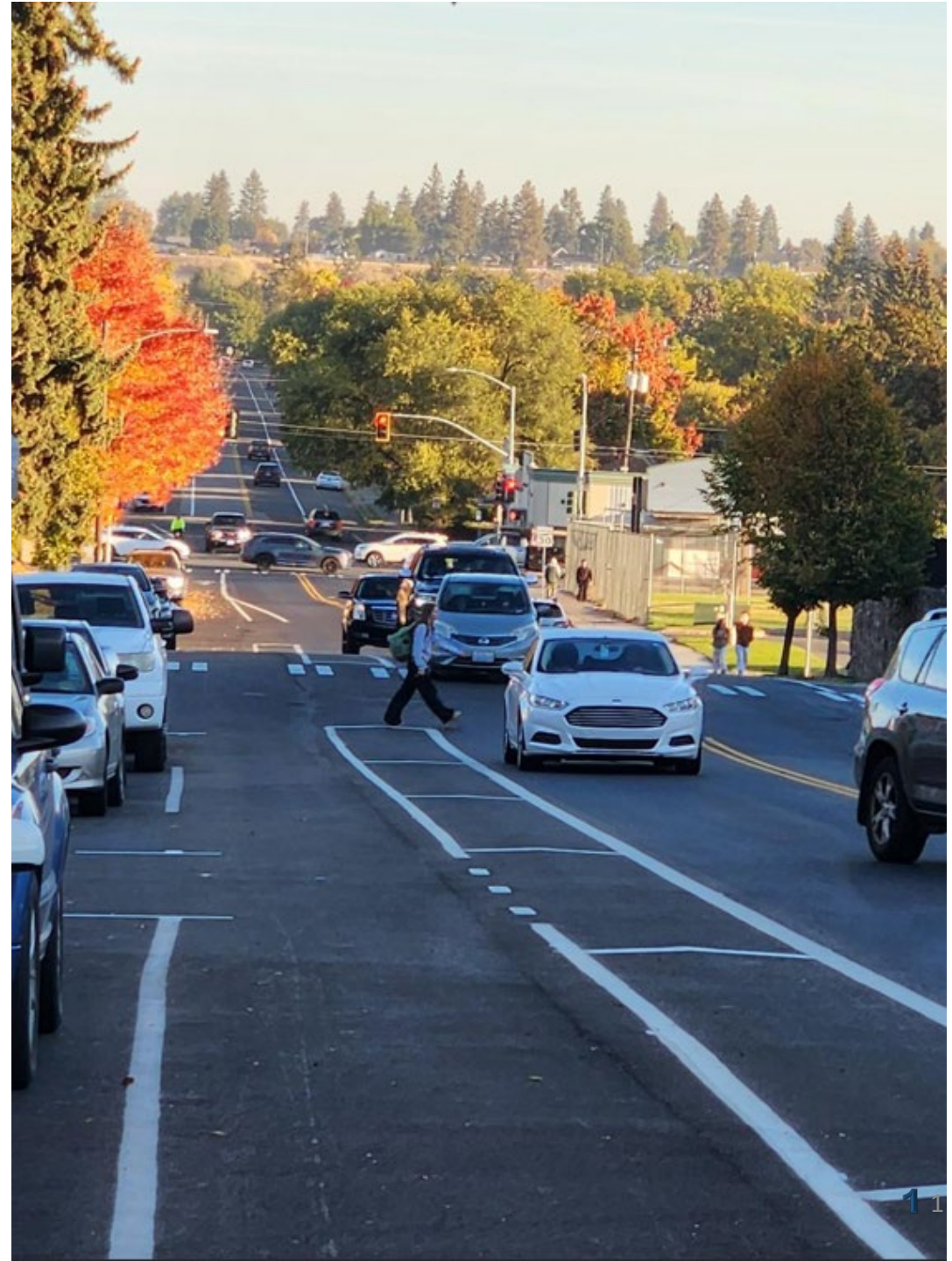
Program Overview

Operational

- 20 when flashing beacons
- Signage and crosswalks

Capital

- Traffic calming projects
- Grant projects
- G&O projects



20 When Flashing Beacons

- 124 locations
- Spokane, Mead, Gonzaga Prep, St. Aloysius
- Spokane Schools have 4 different plans (elementary, middle, high, combo)



20 When Flashing Beacons

- Programmed annually (two weeks of work)
- Some units are 18 years old (requires unsupported software on a single laptop)
- Require in-person programming
- \$250,000-\$300,000 to upgrade to a wireless system



Traffic Calming Funded

Cycle 10	Woodside Elementary – sidewalk on Shawnee	\$105,000
Cycle 10	Logan Elementary – sidewalk and 20 When Flashing on Perry	\$460,000
Cycle 10	Bemiss Elementary – RRFB at Garland/Cook	\$295,000
Cycle 11	Salk Middle – Indian Trail/Holyoke Ped Hybrid Beacon	\$300,000
Cycle 12	Cooper Elementary – Freya bumpouts	\$376,000

Traffic Calming Funded

Cycle 13	Woodridge Elementary – adaptive bumpouts	\$25,000
Cycle 13	Ridgeview Elementary – signals at Ash/Rowan and Maple/Rowan	\$600,000
Cycle 13	Logan Elementary – Marrietta Ave sidewalk	-
Cycle 13	Regal Elementary – Wellesley/Lacey Ped Hybrid Beacon	\$400,000
Cycle 14	Shiloh Hills – sidewalk, 20 When Flashing unit	\$240,000

School Focused Grant Awards

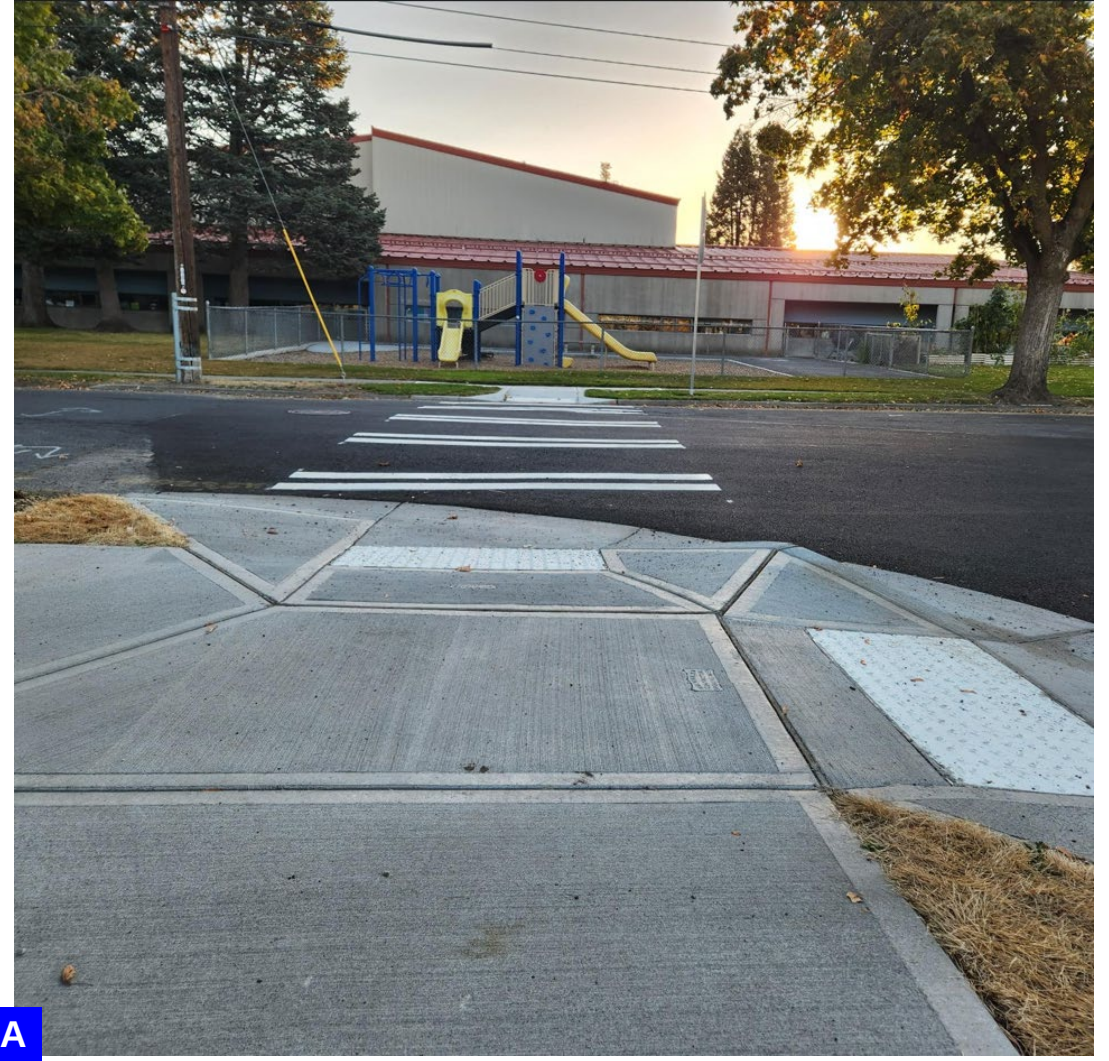
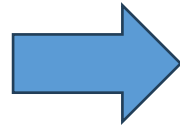
2022 SRTC	Finch Elementary and Driscoll/Alberta/Sidewalk	\$1,040,700
2021-2023 SRTS	Chief Garry - Nevada/Joseph Pedestrian Hybrid Beacon	\$485,027
2021-2023 SRTS	Shaw Middle School – Garland Pathway	\$1,228,528
2021-2023 SRTS	Bemiss Elementary Walk Route	\$717,635
2023-2025 SRTS	Stevens Elementary Walk Route	\$1,158,037
2023-2025 SRTS	Scott Elementary Sidewalk	\$1,665,802

School Focused Grant Awards

2022 HSIP	Ferris High (Arterial PHBS) Regal/Thurston	\$400,000
2023 SS4A	Lewis and Clark High School raised crosswalks	TBD
2024 TIB	Garfield, Audubon, Indian Trail, Logan, Browne Elementary (Spokane School Walk Routes)	\$1,636,595
2025 TIB	Glover Middle (Alberta sidewalk)	\$652,800
2025-2027 SRTS	Sacajawea Middle	\$1,799,000
2025-2027 SRTS	Flett Middle School	\$2,307,000



Recent Construction Audubon Elementary



Recent Construction Garfield Elementary

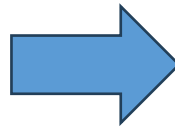


AGENDA

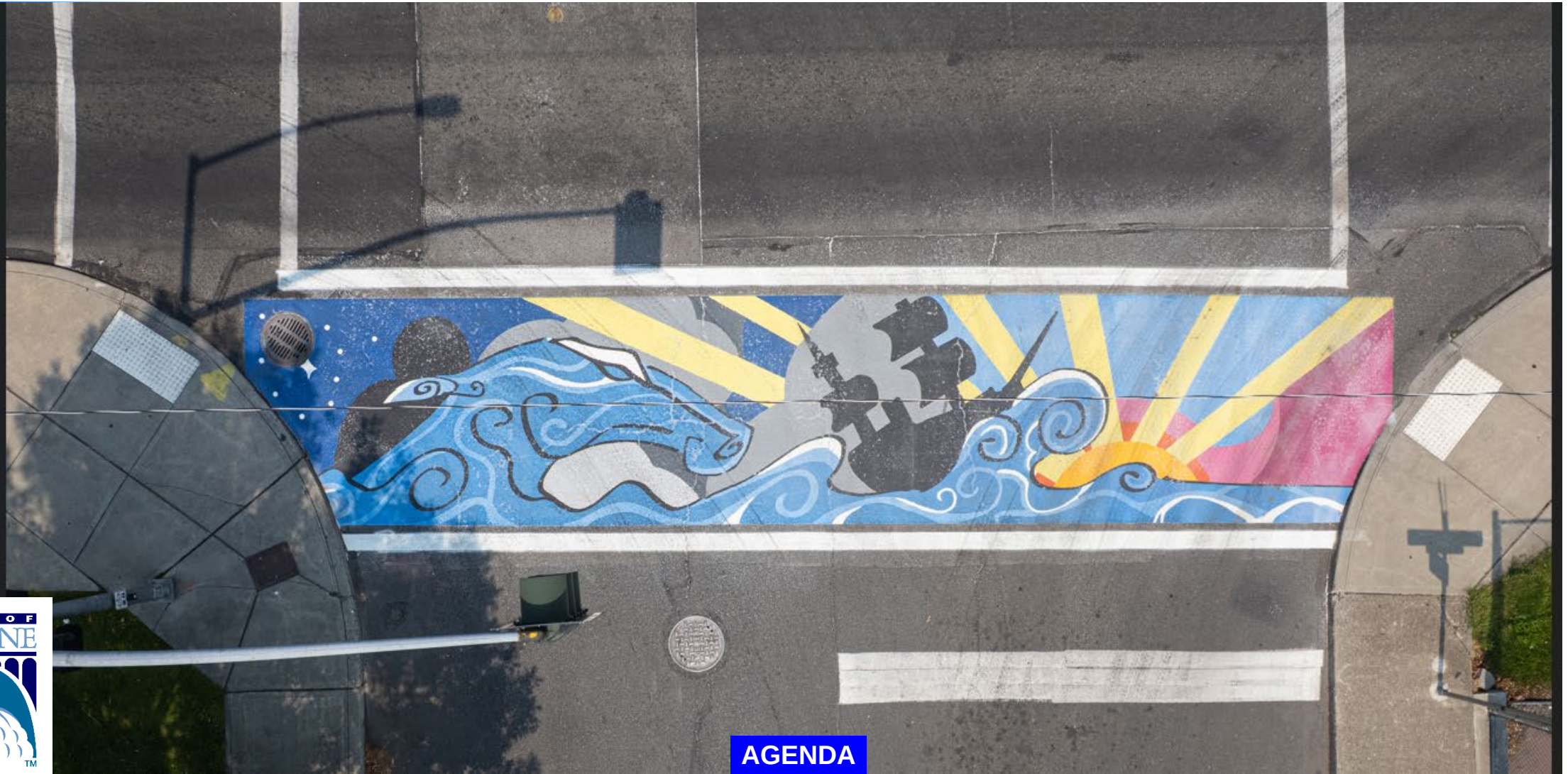
Pending Applications

2027-2029 SRTS	Cooper Elementary	\$3,115,000
2027-2029 SRTS	Ferris High / Adams Elementary pathway	\$2,541,444
2026 HSIP	RRFBs for Arlington Elementary, Shiloh Hills Elementary, Madison Elementary, Shadle High School, maybe Hamblen	\$1,500,000

Recent Construction G&O on Howard



Asphalt Art (near schools)



Discussion

Any questions, concerns, or ideas?

BRIEFING PAPER: Emergency Streets – Deployment 1
City of Spokane
Transportation Commission
10/15/2026

Subject:

Update on the Emergency Streets Pilot Program – First Deployment on Ash St.

Background:

The City of Spokane was awarded funding in April 2026 to implement the Emergency Streets Pilot Program. This program is a new initiative that brings temporary traffic-calming measures to the site of a fatal traffic crash within 48–72 hours. Residents and visitors will see highly visible treatments such as cones, speed feedback signs, roadway stenciling, and bright pink signage. The program encourages drivers to slow down while the City monitors traffic speeds and gathers community feedback about the program and traffic safety. These temporary installations (deployments) will remain in place for approximately two weeks as part of the pilot.

Staff will provide an overview of the first Emergency Streets Deployment that was installed on Ash Street following a fatal traffic crash on 9/20/2026 and preliminary findings.

Funding sources include the Spokane Regional Health District, the Cooper Jones Active Transportation Safety Council and the Washington Traffic Safety Commission.

Relationship to Plans/Actions:

The program aligns with the Spokane City (2022) Vision Zero and Washington State's Target Zero (2020) goals to eliminate traffic deaths.

Timeline/ Further Action:

The pilot program is funded through June 2027. Staff will provide ongoing updates to the Commission on the program.

BRIEFING PAPER: Bikeway Design Guide Overview
City of Spokane
Transportation Commission
10/15/2026

Subject:

The City, with the help of Kittelson, inc. is developing three different active transportation related documents that will help guide future implementation activities. The *Bikeway Guide* within the Street Design Standards will give guidance on the bicycle facilities required for specific roadway types, the *Quick-build guide* develops a standard process and materials for the implementation of quick-build elements in either stand-alone quick-build projects or integrated with a streets project, and the *Vision Zero Action Plan* update records traffic incidents and makes recommendations based on the safe system approach to reduce future incidents.

Background:

In 2023 the City received 9.6 million in federal funding through the Safe Streets and Roads for All (SS4A) grant. A portion of that funding was earmarked for supplemental planning. City staff had developed a *Vision Zero Action Plan* to apply for the SS4A grant and was working on a *Quick-build Guide* prior to the grant award. With the available funding, the scope of the *Vision Zero Action Plan* and *Quick-build Guide* was expanded, and the Bikeways section of the Street Design Standards could be further developed. Staff released an RFQ on this basis and Kittelson, inc. was selected to complete the project. The project contract was approved by City Council on November 10, 2025.

Relationship to Plans/Actions:

The planning and guidance recommended through these projects furthers the Comprehensive Plan's goals of increasing mode choice for people travelling.

Timeline/ Further Action:

Kittelson will be presenting draft documents to the Bicycle Advisory Board at their meeting on October 20, 2026. Recommendations and suggestions from the BAB will be incorporated and presented to the Transportation Commission at their meeting in November. Project finalization is anticipated for Q1 2027.

Bike Facilities Chapter Design Criteria Manual & Vision Zero Safety Action Plan Update

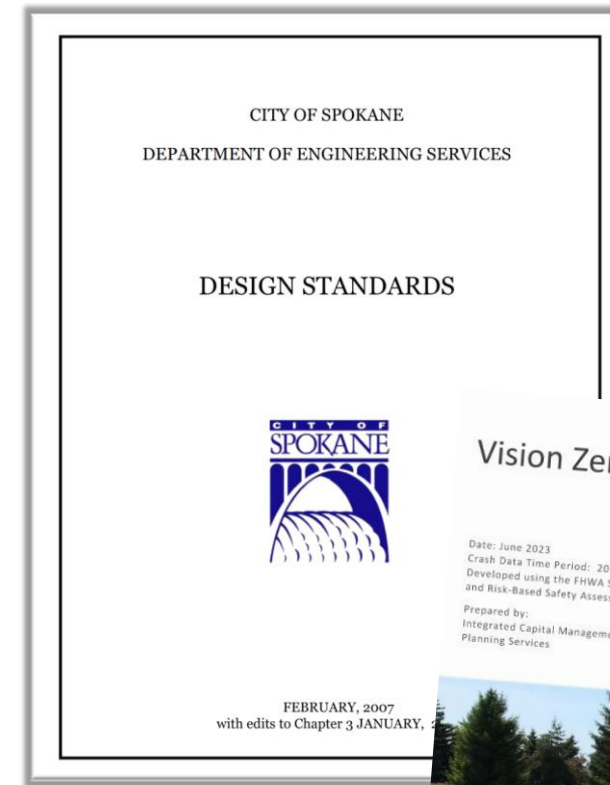


October 7, 2026

Project Overview

Safe Streets 4 All Supplemental Planning grant from USDOT

- Update the City's Design Standards for Bike Facilities
- Update the 2023 Vision Zero Action Plan





Project Purpose

Develop Decision-Making Frameworks

Bikeway: Clear direction and standards

Vision Zero: Actionable projects and programs





Project



Implementable

Address infrastructure through O&M.

Right Sizing Solutions

Adapt guidance to the local context.

Multi-modal Perspective

Prioritize bicycles/safety in the context of all modes and land use.

Collaborative

Constructive, iterative, and educational.

Cross Referenced

Chase through standards, policies, & plans.

User Friendly

From engineers to elected officials



The Planning Process

Establish Project Parameters

Baseline •



Research



Understanding
Agency Priorities

Framework



Annotated
Outlines

Develop Standards

Drafting



Preliminary and
Draft Versions



Testing

• Implementation



Publish

**Project Management
Team & Technical
Advisory Committee**

**Partner
Work
Sessions**

**Standard
Plans Team**

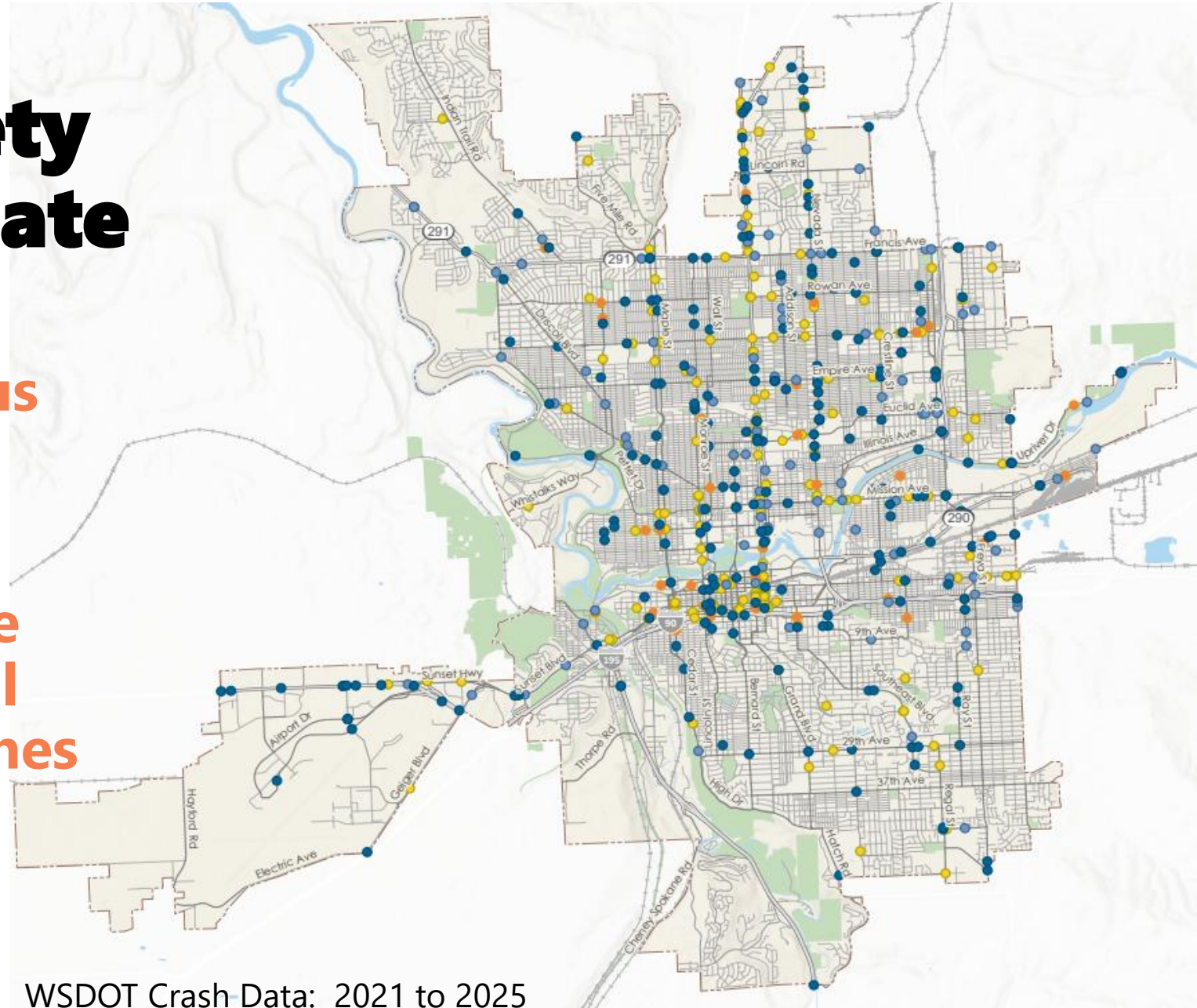
**City Work
Sessions &
Presentations**

Vision Zero Safety Action Plan Update

Vision Zero Safety Action Plan Update

Eliminate Fatal & Serious
Injury Crashes

Secure federal and State
funding to address Fatal
and Serious Injury Crashes



WSDOT Crash Data: 2021 to 2025

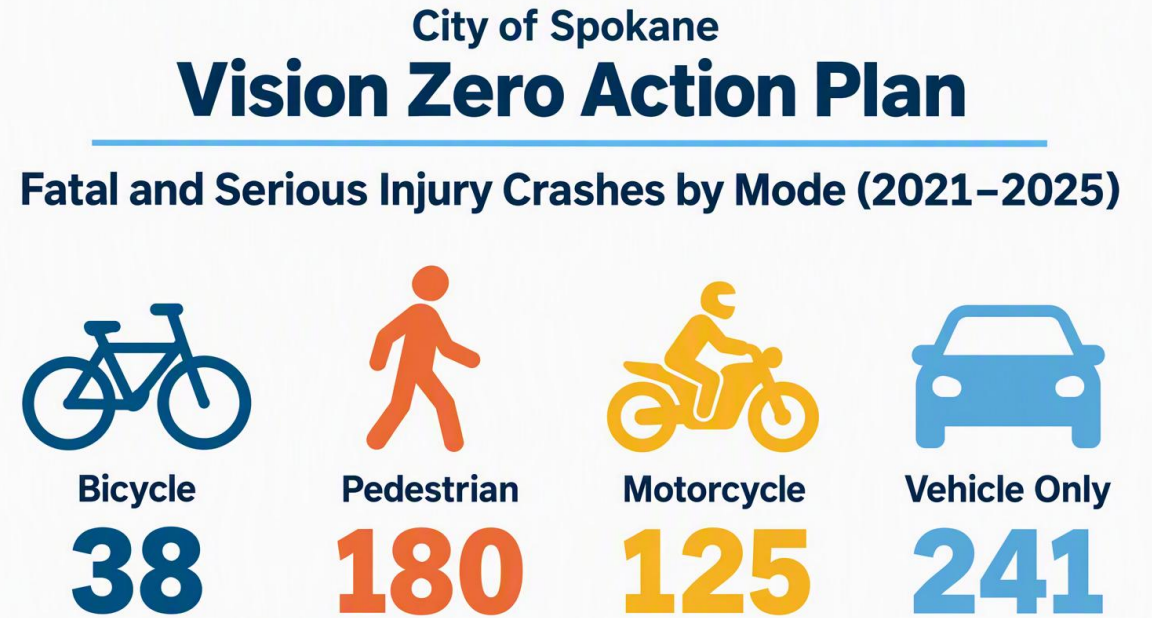
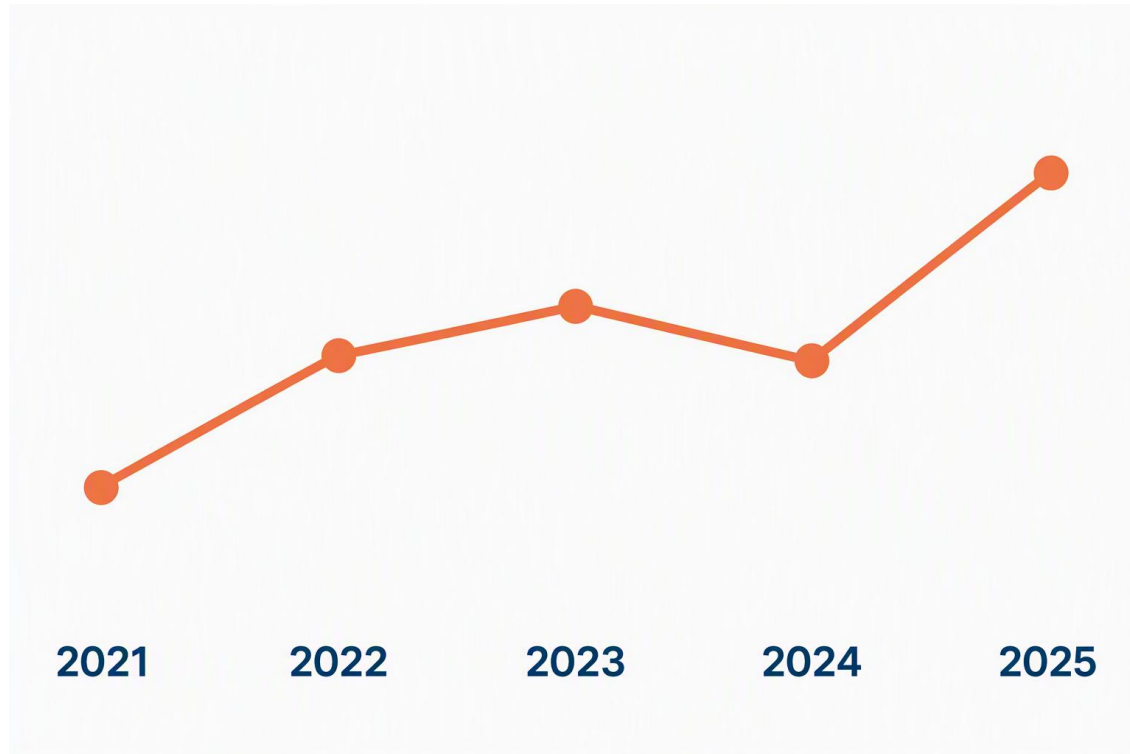
2026 Vision Zero Plan City-Wide Focus

- ✓ Analyze crash data from 2021 to 2025
- ✓ Update Disadvantage/Underserved Area data
- ✓ Identify High Injury Network
- ✓ Document progress since last plan
- ✓ Identify and prioritize projects



Trends

Fatal and Serious Injury Crashes have been increasing.



Crash Types

When and how do serious crashes happen?



21% Crossing at non-intersection crosswalk

14% Crossing at intersection, no signal

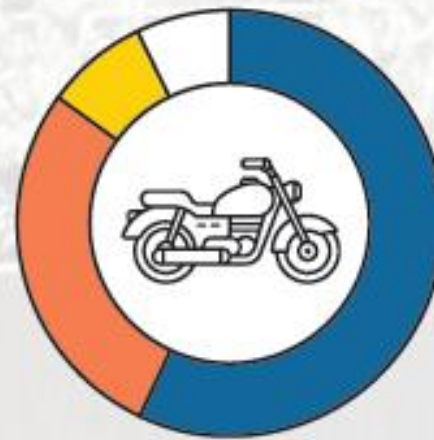
13% Crossing at intersection with signal



53% Riding with traffic

29% Crossing or entering roadway

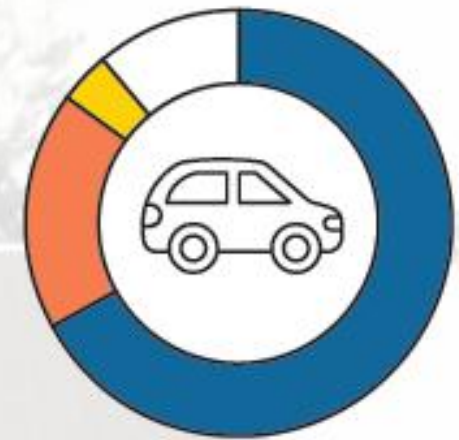
8% Riding against traffic



57% Angle crash

28% Run off road

8% Riding against traffic



67% Going straight

18% Making left turn

4% Negotiating a curve

Top Contributing Factors

**FAILURE
TO YIELD**

25%



**IMPAIRED
DRIVER**

20%



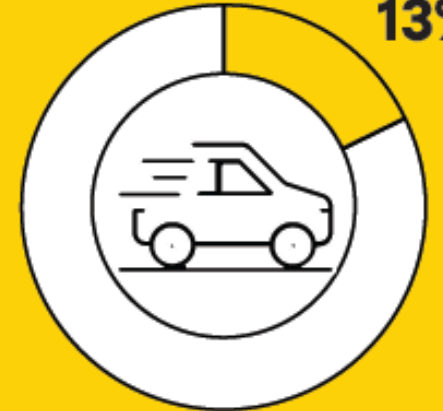
**DISTRACTED
DRIVER**

20%



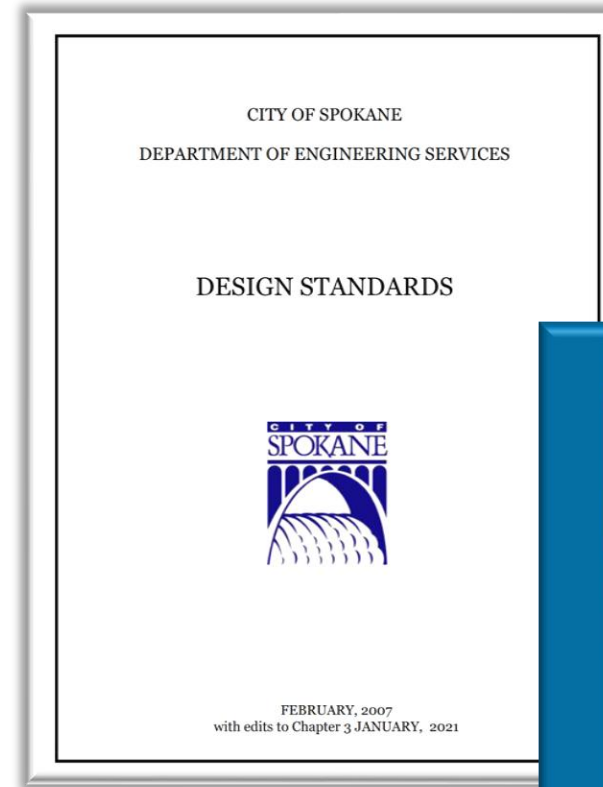
**SPEEDING
DRIVER**

13%



Design Manual Update – Bike Facilities Section

Update Chapter 3 Design Standards for Bicycle Facilities & Quick Build Guide



Chapter 3, Streets, Alleys, Bikeways, and Sidewalks

Current Outline

3.0 Preface

3.1 Definitions

3.2 Street Character

3.3 Right of Way

3.4 Pedestrian Realm Facilities

3.5 Flexible Area

3.6 Vehicle Realm Access Management and Connectivity

3.7 Vehicle Realm Geometrics

3.7-1 Bike Facilities

3.8 Median Realm

3.9 Neighborhood Traffic Calming

3.10 Pavement Design

3.11 Intersections

3.12 Signing and Pavement Markings

3.13 Traffic Signals and Intelligent Transportation Systems

3.14 Reference Tables

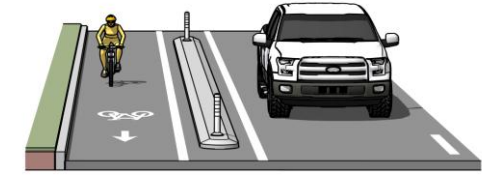


Bicycle Facilities

Shared-Use Pathway



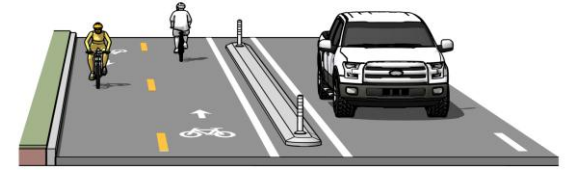
Separated Bicycle Lane (Street-Level)



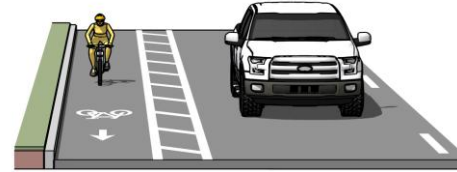
Separated Bicycle Lane (Sidewalk-Level)



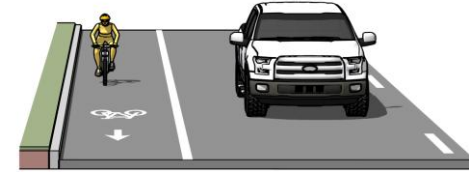
Separated Bicycle Lane (Two-Way)



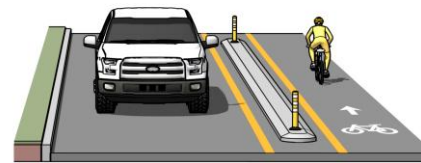
Buffered Bicycle Lane



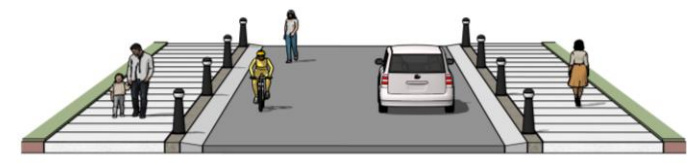
Striped Bicycle Lane



Contraflow Bicycle Lane



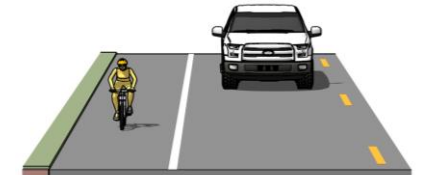
Shared Street



Neighborhood Greenway



Paved Shoulder



Shared Lane



What's in the Update

1

3.14-1 Purpose and Applicability



2

3.14-2 Definitions



3

3.14-3 Bicycle Facility Selection for Street Segments



4

3.14-4 General Bicycle Facility Design



5

3.14-5 Design of Bicycle Facilities along Street Segments

- 3.14-5.1 Shared-Use Pathways
- 3.14-5.2 Separated Bicycle Lanes
- 3.14-5.3 Striped and Buffered Bicycle Lanes
- 3.14-5.4 Contraflow Bicycle Lanes
- 3.14-5.5 Shared Streets
- 3.14-5.6 Neighborhood Greenways
- 3.14-5.7 Paved Shoulders
- 3.14-5.8 Shared Lanes



6

3.14-6 Design of Bicycle Facilities at Intersections

- 3.14-6.3 Optional Bicycle Intersection Treatments
- 3.14-6.4 Traffic Control Devices for Unsignalized Intersections
- 3.14-6.5 Non-Standard Intersections



AGENDA

7

3.14-7 Transitions Between Bicycle Facility Types



8

3.14-8 Midblock Considerations for Bicycle Facilities

- 3.14-8.1 Driveways and Alleys
- 3.14-8.2 Transit Stops



9

3.14-9 Signing, Striping, and Lighting for Bicycle Facilities

- 3.14-9.1 Traffic Control Signs for Bicycles
- 3.14-9.2 Markings
- 3.14-9.3 Temporary Traffic Control for Bicycle Facilities



10

3.14-10 Bicycle Parking



BICYCLES
BUILD
BETTER
PLACES

Guidance for Selecting a Facility

85 th % Operating Speed or Posted Speed*	AADT*	Project Type	Preferred Bicycle Facility		Secondary Bicycle Facility (Downgrade)	Tertiary Bicycle Facility (Downgrade)
<25 mph	<3k	Any	Shared lane, neighborhood greenway, or shared street			
	3k-6.5k	Any	Buffered bicycle lane	Striped bicycle lane		Shared lane
	6.5k+	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
25 mph–35 mph	<3k	Any	Buffered bicycle lane	Striped bicycle lane		Shared lane
	3k-6.5k	Any	Buffered bicycle lane	Striped bicycle lane		
	6.5k+	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
>35 mph	Any	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		
Any**	Any**	Any	Paved shoulder			

Quick Build Guide Update

Low-Cost, Rapidly Implementable Improvements

Accelerate delivery of transportation projects to enhance safety

Foster meaningful community collaboration.



**QUICK BUILD
GUIDE**

2026



What's in the Update

- ✓ Step 1: Understanding the Project Delivery Process
- ✓ Step 2: Select and Design the Quick-Build Treatment
- ✓ Materials
- ✓ Step 3: Construction and Maintenance
- ✓ Step 4: Evaluation

1 Improve Safety

by ensuring that all roadway users follow predictable behavior supported by good infrastructure design and by reducing the number of conflicts.

2 Increase Access

by filling network gaps between amenities and services people access everyday including businesses, schools, parks, and offices.

3 Improve User Experience

by developing creative solutions for improving network usability including plantings, art, lighting, and trees.

4 Engage Community

by involving the community at the appropriate times to assess the outcomes of the adaptive design solutions and add unique perspective to the user experience.

5 Explore Opportunities

for improving the project delivery process and finding ways to be creative in design solutions to safety problems.

Treatment Example Page

Curb Extensions

Curb extensions, also known as bump-outs, extend the pedestrian area into the parking lane or roadway, at intersections and crossings. By narrowing the roadway and shortening crossing distances, curb extensions improve pedestrian visibility, reduce the time pedestrians spend in the street, and encourage slower vehicle speeds.

Applications

1- to 4-lane roadways where lane widths allow the curb line to be extended into the roadway. They are commonly used at intersections with wide turning radii, long pedestrian crossings, or along corridors with bicycle facilities. Alternatively, they can be applied mid-block to narrow the road (for example to create a Chicane).

Principles: Traffic Calming, Pedestrian Focused, Placemaking



Curb Extension, Seattle Right-of-Way Improvements Manual

Design

Required

- Provide ADA access.
- Shall not obstruct drainage, utilities, or emergency operations.
- Accommodate turning movements, or be traversable, for emergency, transit, and maintenance vehicles.
- Provide minimum lane widths per SSD.
- Minimum ingress length shall extend past the stop bar when at a stop controlled intersection.
- Provide clear vertical delineation communicating curb extension.
- Maintain adequate sight distances/lines for all road users.

Recommendation

- Route bicycle facilities around the curb extension or through the extension depending on available width.
- Provide clear bicycle and pedestrian delineation within curb extension.
- Include high-visibility vertical delineation and Street Art.
- Provide most robust vertical protection where the curb extension is intended for seating, gathering, or extended pedestrian use.
- Continue to mark the crosswalk to the physical curb unless detectable warnings have been relocated to the edge of the curb extension.

Materials Example Page

Vertical Delineation Materials

Vertical delineation materials include devices and features used provide a physical or visual separation between different users and travel modes, to define space, channel movements, and increase visibility. These materials range from traffic cones and flexible delineator posts to more substantial elements like parking stops and modular barriers. Vertical delineation is often used in quick-build design projects to reinforce roadway reconfigurations, protect pedestrian and bicycle spaces, and communicate intended travel patterns. Material selection should consider the level of separation needed between users.



Planters and Street Furniture on Post Street Bridge in Spokane, WA via Kittelson & Associates, Inc./Steven Rhyne



Mega Markers on N Belt Street in Spokane, WA via Kittelson & Associates, Inc./Steven Rhyne

BRIEFING PAPER: Spokane Falls Boulevard Reconstruction
City of Spokane
Transportation Commission
10/15/2026

Subject:

Transportation Benefit District – Sidewalk Program project selection in 2026, for 2027 & 2028 construction.

Background:

Sidewalk locations to be funded through the Transportation Benefit District (TBD) (car tabs) program have been discussed and several recent Transportation Commission meetings. The most recent Transportation Commission recommendation included the following projects:

<u>Const. Year</u>	<u>Council District</u>	<u>Project Location</u>
2027	2	11 th Ave. – Arthur to Perry (Grant Park)
2027	2	Pittsburg St-34 th Ave. to 37 th Ave.(one side)
2028	2	Arthur St.-38 th Ave. to 43 rd Ave. (one side)
2028	3	Francis Ave.-Assembly to Sutherlin (one side)

Through the Integrated Capital Management (ICM) Department's initial project coordination for the 11th Ave. sidewalk location along Grant Park it was discovered that the Parks Dept. has plans for a significant project programmed in several years to remodel Grant Park, the details of which are not fully determined at this time. In consultation with Parks staff it was decided to postpone the 11th Ave. sidewalk work.

The TBD – Sidewalk presentation to Transportation in April included a list of candidate locations. The recommendation is to substitute one of those locations, Hartson Ave. – Fiske St. to Thor St. (one side) in place of 11th Ave. for construction in 2027.

The Hartson Ave. location is similar in size/cost to the 11th Ave. location, and is in the same neighborhood, East Central. Additionally, the nearly complete ReFIVE: A Community Plan for 5th Ave., with a planning area that spans from 3rd Ave. to the bluffs south of Harson Ave. includes specific goals related to Connectivity and Sidewalks (see Goal 2 and subsections in the Draft plan: [5th Avenue Plan - City of Spokane, Washington](#)).

Relationship to Plans/Actions:

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

Timeline/ Further Action:

Project planning continuing through Fall, 2026, design Winter 2026/27, construction Summer 2027.

BRIEFING PAPER: Cycle 15 Traffic Calming – Narrowed List Hearing
City of Spokane
Transportation Commission
10/15/2026

Subject:

Hearing on project selection for Cycle 15 Spokane Safe Streets for All Neighborhood Traffic Calming Funding (for 2027 quick-build and 2028 construction).

Background:

This fall, the City will select projects for the next round of traffic calming funding, Cycle 15, which is the 2028 construction season for standard projects and the 2027 construction season for quick-build projects. This is the second year the Transportation Commission will have a lead role in selecting projects that are forwarded to Council for approval. Traffic calming projects are paid for by proceeds from violations generated through the City's automated traffic camera enforcement program.

Engineered designs and plans for projects considered for Cycle 15 funding including newly scoped and previously scoped projects are be made available online at

<https://my.spokanecity.org/neighborhoods/programs/traffic-calming/>

Staff shared 47 candidate projects with the Transportation Commission in the September meeting. Transportation Commissioners provided feedback to staff on how to prioritize projects.

For this hearing, staff will be sharing a narrowed list of candidate projects. Project selection for this list was guided by Council, Transportation Commission, community, and staff feedback. Commissioners will provide additional feedback and community members will have the opportunity to comment on the proposed list.

Past 2026 Cycle 15 workshop presentations and supporting documents are available on the Transportation Commission webpage: [Transportation Commission](#)

Additional materials are available in the meeting agendas for the meetings listed above.

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:

In November, the Commission will have a hearing to select projects to recommend to City Council. City Council will take final action on project selection in December 2026.

The Transportation Commission is receiving public comments on traffic calming projects, both written and at meetings.

Cycle 15 Candidate Projects for Spokane Safe Streets for All Funding (for October 15 Transportation Commission Hearing)

Draft

rev 10/07/2026

Candidate Project Location	Candidate Project Descriptor	Internal ID	Council District	Safety Score	Equity Score	Connectivity Score	Fall 2026 Composite Score	Funding Request
Main at Browne	Concrete bumpouts, traffic signal modifications, stop bars, repainted crosswalks, lighting	C-111	D1	9	10	9	9.70	\$ 493,000
Nevada, Lyons to Hawthorne	PHB at Northpointe, St Thomas Moore Way or Sharpsburg	C-051	D1	9	10	9	9.70	\$410,000-\$615,000
Longfellow SRTS - Crestline/Empire	Intersection restripe	D-052	D1	6	10	9	8.80	\$ 94,000
Euclid, Market to Crestline	Restripe with bike lanes, concrete medians, pedestrian refuge islands, crosswalks	D-055	D1	5	10	9	8.50	\$ 430,000
Mission Park, Superior St to Perry St	Shared use path, enhanced transit and Centennial Trail access	N-014	D1	5	10	9	8.50	\$ 25,000
Hamilton at Illinois	Modify signal to activate pedestrian recall and LPI during school pick-up and drop-off; install PHB, signage	C-100	D1	3	10	9	7.90	\$ 780,000
Illinois Ave / Perry St.**	Intersection improvements (Phased)	N-005	D1	3	10	9	7.90	\$ 500,000
Crestline, Euclid to Illinois	Concrete bumpouts and ADA ramps at Crestline, Buckeye, and Marietta (Quick-build)	C-022	D1	2	10	9	7.60	\$610,000 (\$50,000)
Perry at Rogers High School	Crosswalk, bumpouts, ADA ramps	D-051	D1	2	10	9	7.60	\$ 102,000
Magnesium, Dakota to Nevada	RRFB, crosswalk, pedestrian refuge island, signage and lighting	C-044	D1	3	9	9	7.57	\$ 177,000
Logan Elementary School SRTS	2-3 blocks of sidewalk	D-007	D1	0	10	6	6.00	\$ 446,000
Garry Middle School SRTS	ADA ramps, crosswalk, 20mph zone	D-053	D1	0	10	0	4.00	\$ 300,000
Jefferson at 3rd Ave/4th Ave to Riverside*	Protected Bike Lane	N-002	D1/D2	8	10	9	9.40	\$ 750,000
Maple, Riverside to Broadway	Concrete stairs from Centennial Trail to Maple St Bridge sidewalk, lighting	O-001	D1/D3	5	10	9	8.50	\$ 692,000
Thornton-Murphy Park	Park shared use path, Fiske to 23rd (Phase 1)	N-018	D2	2	10	9	7.60	\$ 1,297,000
37th at Napa/Crestline	RRFB (neighborhood wants Crestline)	D-017	D2	0	7	6	5.00	\$ 300,000
Pittsburg St, 34th Ave to 49th Ave	Neighborhood greenway elements - RRFB and crosswalks, speed humps, markings, signage, concrete bumpouts	N-001	D2	0	7	6	5.00	\$ 616,000
Ray at 5th	Concrete bumpouts and painted crosswalk	C-124	D2	0	10	3	5.00	\$ 128,000
Rockwood at 16th	Speed humps	C-130	D2	0	9	3	4.67	\$ 50,000
14th Ave, Trolley Trail to Fish Lake Trail	Infill sidewalk and ADA ramps	D-014	D2	0	9	0	3.67	\$ 400,000
Ash St, Francis to Courtland	RRFB, crosswalks, concrete bumpouts with ADA ramps	D-010	D3	10	8	9	9.33	\$ 579,000
Northwest Blvd, TJ Meenach to Elm	PHB with crosswalk, pedestrian refuge island at Hemlock	C-053	D3	3	10	9	7.90	\$ 662,000
Madison, Wabash to Walton	Traffic circles at Wabash, Princeton and Walnut (quick-build option)	D-024	D3	3	8	9	7.23	\$154,000 (\$50,000)
Ash, Dean to Broadway	Speed hump on Dean, raised crosswalk and bumpouts on Ash, island revisions	C-012	D3	0	10	9	7.00	\$ 334,000
Alberta, Northwest to Driscoll	RRFB, crosswalk with concrete bumpouts at Liberty and Alberta, restriping at Driscoll and Alberta	C-010	D3	0	6	9	5.67	\$ 414,000
Northwest Blvd, Assembly to Royal	Speed humps on W NW Blvd and concrete bumpouts at Assembly with ADA ramp	C-052	D3	0	7	6	5.00	\$ 141,000
North Hill – Hemlock/Belt, Dalton Ave to Liberty Ave**	Shared use pathway at Transitions	N-010	D3	0	6	3	3.67	\$ 600,000

* May have alternate funding source
** 27x2027 Core Network Project

Project locations with yellow fill indicate projects that fall into lowest quartile median household income with spending requirements per RCW 46.63.220 (13)

Safety Score: 0-10
0 - low interface with high injury locations
10 - high interface with high injury locations
Based on the new Spokane Draft Vision Zero Crash Analysis High Injury Networks (HIN)

Priority 1 HIN +3
Priority 2 HIN +1 HIN
Intersection +2
Pedestrian HIN +2
Bicycle HIN +2

Equity Score: 1-10
1 - low equity priority
10 - high equity priority

Based on census level scores from the Washington Environmental Health Disparities Map version 3.0

Connectivity Score: 0-9
0 - low alignment with active transportation network
10 - high alignment with active transportation network

Intersection and alignment with Pedestrian Master Plan (+3), Bicycle Priority Network (+3), and Current or Planned High Performance or Bus Rapid Transit routes (+3)

Fall 2026 Composite Score 1-10
1 - low safety, equity, and connectivity scores
10 - high safety, equity, and connectivity scores

Normalized safety, equity, and connectivity scores weighted equally.

Candidate projects come from 3 primary sources identified through Internal ID: C - XXX
Community submittals through the my311 Safe Streets Survey
D - XXX Sourced through the 2022 DOWL Neighborhood Traffic Calming Workshop Series
N - XXX Network projects on the 27x2027 Urban Mobility Network

Glossary:
SRTS: Safe Routes to Schools
LPI: Leading Pedestrian Interval
PHB: Pedestrian Hybrid Beacon
ADA: Americans with Disabilities Act
RRFB: Rectangular Rapid Flashing Beacon

Funding Request Note: Projects with "quick-build" in the project description may be revised in scope as quick-build. Cost shown in parentheses reflects quick-build option cost estimate.

Illinois/Perry (N-005) and Thorton-Murphy Park (N-018) projects have split into phases and reduced in scope for this cycle due to the scale and cost.

**Transportation
Commission
Public Comments
Received
9/10/2026 to
10/7/2026**

King, Emily

From: Andrew Gorton <andrewg@rockwoodretirement.org>
Sent: Tuesday, September 15, 2026 12:26 PM
To: Transportation Commission
Cc: Katie Hagara
Subject: Cycle 15 Traffic Calming Candidate Projects D 2 C-060

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Transportation Commission,

I am writing voice support for project C-060, Southeast Blvd. 25th to 29th for crosswalks, bike lane striping, traffic island improvements on SE Blvd, traffic signal at 25th. I am speaking on behalf of the 500 residents and 400 employees of Rockwood Retirement Community. I submitted a request below in March of this year. We are thrilled that this intersection continues to be under discussion.

March 2026

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

Rockwood South Hill is a 90 acre Continuing Care Retirement Community (CCRC) that opened in 1960. The community serves over 500 residents who live independently and in assisted living and skilled nursing settings. We also employ another 400 staff members.

There are two exits off the property into the surrounding neighborhoods. West on 25th Avenue onto Southeast BLVD, and East from the Snowberry Gate onto Ray Street. This submittal focuses on the 25th Ave/SE BLVD. exit. A left turn from 25th to SE is especially challenging, as the traffic both directions on this street has increased dramatically over the last 10 years. 15 or more years ago an island and south bound turn lane was installed. This does help, though many drivers seemed to be confused by the concept of merging, and instead stop in the lane and wait for traffic to clear first. It is extremely difficult, especially when dark, to gauge the speed of drivers in the northbound lane. Speeding is an issue.

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

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

Most Sincerely,

Andrew Gorton
Vice President of Operations



2903 E 25th Ave
Spokane, WA 99223
T. 509-536-6657

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King, Emily

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Tuesday, September 15, 2026 7:42 AM
To: Snyder, Jon; White, Nicole
Cc: WCNC Chair; Jered Sweeney-Demezas; Christian Koch; Zappone, Zack; Klitzke, Kitty; Transportation Commission; Marlin, Liz
Subject: Re: Fw: Transportation Commission - Cycle 15 Traffic Calming Project Selection

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Jon & Nicole:

For additional clarification on the note above, I do see the "Maple St Bridge, Riverside to Broadway" was included in this final draft list, but I note a change from the project descriptor as "Concrete stairs from Centennial Trail to Maple St Bridge sidewalk, lighting". This doesn't mention speed reduction, which was explicitly called out in the attached April draft project descriptor as "Speeding, safety concerns for people walking or biking". While we fully support better lighting as that will hopefully promote better safety for pedestrians/cyclists on the bridge, it doesn't address the additional concern of dangerous bridge speeds.

We'd love some clarification as to why speeding was omitted on this project descriptor, particularly given the joint resolution us and the other NCs passed this spring related to bridge traffic calming.

Thanks and be well,

Brian

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

On Mon, Sep 14, 2026 at 5:08 PM Brian Muegge <brianamuegge@gmail.com> wrote:

Hi Jon, Nicole:

Hope you both are well, and congratulations on the work thus far in getting this Cycle 15 list honed in as we round the final stretch to the final vote. This list truly is a culmination of so much hard work to improve traffic safety in our city, so I greatly appreciate that.

I did have a quick question when I saw this most recent Cycle 15 list - I note that the project titled "Maple St Bridge (from Riverside to Broadway)" is not on this most up to date final project list. I've attached the DOWL draft scoping list that was sent over to them back in April, in which you will see "Maple St Bridge (from Riverside to Broadway)" was explicitly mentioned. Could you let us (our WCNC

staff, cc'd) know why this project was not included in this final project selection?

As a refresher, I've included the below joint resolution passed earlier this year from WCNC, Browne's, and Riverside NC, explicitly asking for traffic calming improvements on the Maple Street Bridge. I can understand if improvements to the bridge are more nuanced than other Safe Streets projects, but I think it's fair to ask A) Why this Maple St Bridge traffic calming project was cut from being a draft project, and B) What else can be done to implement traffic calming measures on the bridge if this project isn't going to be a cycle 15 project?

Again thanks for all the work on this. From a district 3/WCNC perspective, we're certainly looking forward to traffic safety improvements on N Ash given TEC Bryant School's adjacency to it.

Be well,

Brian

From: White, Nicole <nwhite@spokanecity.org>

Sent: Monday, 14 September 2026 16:44:36

Subject: Transportation Commission - Cycle 15 Traffic Calming Project Selection

Good afternoon,

This fall, the [Transportation Commission](#) will review and select Cycle 15 traffic calming projects to recommend to the City Council for funding in November. These projects are scheduled to be constructed in 2027 and 2028.

Candidate Projects:

Attached is a list of the candidate projects that will be considered. Additional materials including draft project designs will be made available on the [Neighborhood Traffic Calming](#) page soon.

Upcoming Meeting: Thursday, September 17

Staff will be presenting more information on the candidate projects to the Transportation Commission this Thursday, 9/17, in City Hall Chambers. The meeting begins at 4PM.

How to Provide Public Comment:

The [Transportation Commission](#) is receiving public comments on candidate traffic calming projects, both written and at meetings.

For inclusion in the October Transportation Commission agenda packet written comments should be emailed to transportationcommission@spokanecity.org no later than October 7.

For more details on the program and selection timeline, please monitor the Transportation Commission webpage and agendas this fall.

[Transportation Commission Webpage](#)

Thank you,

NICOLE WHITE, M.SC. (SHE/HER)

CITY OF SPOKANE | CLIMATE RESILIENCE PROGRAM COORDINATOR (DIVISION OF TRANSPORTATION & SUSTAINABILITY)

[509.625.6308](tel:509.625.6308) | nwhite@spokanecity.org | spokanecity.org



Emails and attachments sent to or from the City, including personal information,

are presumptively public records that are subject to disclosure. - Chapter 42.56 RCW

King, Emily

From: Paige Bunderson <paigebunderson@gmail.com>
Sent: Wednesday, September 16, 2026 6:49 PM
To: Transportation Commission; Snyder, Jon
Cc: Alissa Wood; candacemumm@aol.com; Klitzke, Kitty; Sirott, Sarah; Sabrina Minshall; Note, Inga; Zappone, Zack; Deese, Jackson; Groe, Amber; 5mile.neighborhood.council@gmail.com; reesereese33@gmail.com
Subject: Public comment for Sept 17th Transportation Commission Meeting-Paige Blanchard

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

Below is my public comment to be read in the Sept 17th Transportation Commission Meeting as well as documents to be shared with those in attendance. I would like to request to be on the agenda for the Oct. 15th 2026 meeting so I can further discuss this request and answer any questions prior to the Cycle 15 decision making. I have CC'd those who have helped me with this project and I believe most would be willing to attend if needed as well.

"My name is Paige Blanchard, and I am a resident of the Five Mile Area in the Forest Grove subdivision. I am reaching out to request consideration of an **RRFB crosswalk at the north entrance of Sky Prairie Park across Strong Road from Nettleton Ct to Hazelnut St.** as part of the City's upcoming **Cycle 15 Transportation Commission project process.**

This crosswalk has a long-standing history in City planning and was identified as a priority in both the original *Five Mile Prairie – Neighborhood Plan for Bicycle and Pedestrian Improvements* and the City's 2022 *Spokane Citywide Traffic Calming Master Plan*.

Since those plans were developed and adopted by the City, conditions in the area have changed. The Forest Grove development, along with other nearby residential developments, have increased pedestrian and bicycle activity, and a Mead School District bus stop near the intersection serves students who cross Strong Road to reach their homes. Additional developments currently in the planning or construction process are also expected to bring further residential growth and increased traffic to the area.

We also now have significant new project support:

- **\$15,000 promissory note from Hayden Homes**
- **Completed third-party traffic study and warrant letter**
- **Letter of support from Mead School District Transportation Director Tony Davis**
- **A potential opportunity to combine the private contribution with other available funding sources**

The Hayden Homes funding commitment is **time-sensitive and is not an open-ended offer**. I would like to ensure the City has an opportunity to utilize these private funds while they remain available and

determine whether the project can move forward sooner through an available funding or programmatic pathway.

If an earlier pathway is not available, I respectfully request that the project be considered for **Cycle 15 as soon as possible**, given the time-sensitive private funding opportunity.

I would also like to request an opportunity to be placed on the agenda for the Transportation Commission's October 15 meeting to discuss this project and the supporting documentation in greater detail. I would appreciate the opportunity to answer questions and discuss the potential funding and project pathway with the Commission.

I have linked a more in-depth PDF overview of the project below, which includes the planning history, City documents, proposed and preferred locations, current conditions, funding information, traffic study and warrant information, and supporting documentation.

Thank you for your consideration and for reviewing this request. I look forward to the opportunity to discuss the project further.

Best,

Paige Blanchard"



Mead School District Letter of Support-Crosswalk Strong Rd.



Crosswalk Warrant Letter_.pdf



Promissory Note from Hayden Homes-Crosswalk Strong Rd



Sky Prairie Park North Entrance Crosswalk - Cycle 15 Supporting Information (1).pdf



Mead Transportation Department
12304 N Market St., Mead, WA 99021
509-465-6108: tony.davis@mead354.org
www.mead354.org

May 11, 2026

Subject: Crosswalk on W. Strong Rd. and Hazelnut St.

To: City Transportation Commission

I am writing to express Mead School District's support for a crosswalk to be put on W. Strong Rd and Hazel St. proposal. I understand that this request is not within the school walk zone; however, transportation does cross students when appropriate, in accordance with WAC 392-145 and RCW 28A. I believe that installing a crosswalk at W Strong Rd and Hazelnut St would provide an additional layer of protection for students crossing W. Strong Rd. onto Hazelnut St.

This is more crucial next school year, when the transportation department may increase the distance between home and the bus stop to improve routing efficiency, since transportation funding is based on efficiency and student count.

Additionally, Hayden Homes has offered to donate \$20,000 toward the crosswalk and the flashing lights to get started on W. Strong Rd. and Hazelnut St.

I strongly urge your department to support this request, and thank you in advance.

Sincerely,

Tony C.B. Davis
Director of Transportation



WCE No. 24-3931

February 5, 2026

City of Spokane
808 W Spokane Falls Boulevard
Spokane, WA 99201

Attn: Inga Note, P.E. City Traffic Engineer

**Re: North Grove and Forest Grove – Pedestrian Crosswalk Warrant
Strong Road & Nettleton Street/Hazelnut Street**

Dear Inga

This letter is intended to address the north-south pedestrian crossing at the intersection of Strong Road & Nettleton Court/Hazelnut Street. It is our understanding that an engineering analysis needs to be completed to first identify if the crossing meets warrants to be a marked crosswalk within the City of Spokane And second what treatment is to be applied to the crossing. Per City of Spokane Guidelines and the 2023 version of the Manual on Uniform Traffic Control Devices. (MUTCD 11th Edition. A marked crosswalk includes painted surface markings, and advanced warning signs per the MUTCD

Crossing Evaluation

Per City of Spokane, Marked Crosswalk installation Guidelines, January 2012

Location Description: The existing pedestrian crossing is located on the east and west side of the intersection of Strong Road (an Urban Major Collector) and Nettleton Court (a local access Road). Hazelnut Street (a local access Road). the intersection does not have streetlights. Strong Road is currently allowed to be crossed on either the east or west side of the intersection as per (RCW) 46.61.235. pedestrian generators in the area include surrounding subdivisions and Sky Prairie Park to the south of the intersection. Additionally, the Mead School district transportation department has a school bus stop at the intersection.

Location Data: Strong Road is currently a two-way 2-lane roadway with a curb-to-curb width of 42 ft +/- . The crossings measure 55 feet +/- from ped ramp to ped ramp. The nearest marked crosswalks from the intersection are approximately 2,071 feet +/- (0.4 mi) to the west and 986 ft +/- (0.19 mi) to the east. There is a shared use path adjacent to the roadway that extends east from the intersection to Austin Road and then continues as a bike lane. At the posted speed limit of 30 MPH the safe stopping distance per AASHTO is 200 ft. the east and westbound approaches are straight and have more than 200 feet of unobstructed sight distance available

21 South Pines Rd. • Spokane Valley, WA 99206 ▲ PO Box 1566 • Veradale, WA 99037
Phone 509-893-2617 • Fax 509-926-0227 • WhippleCE.com • Info@WhippleCE.com
Civil, Structural, Traffic, Survey, Landscape Architecture and Entitlements

Traffic Data: Strong Road has been counted to have 2,100 average daily trips near the intersection. An intersection count of a typical weekday (in January 2026) resulted in 246 AM Peak hour Trips and 307 PM Peak hour trips, and 2,944 ADT. with 60 pedestrian crossing trips within the day with 44 trips crossing Strong Road and 16 trips crossing Nettleton Court or Hazelnut Street.

Traffic accident data was collected from WSDOT Records Center at the intersection of Strong Road & Nettleton court/Hazelnut Street. A review of the accident data found no accidents over the course of five years at the intersection.

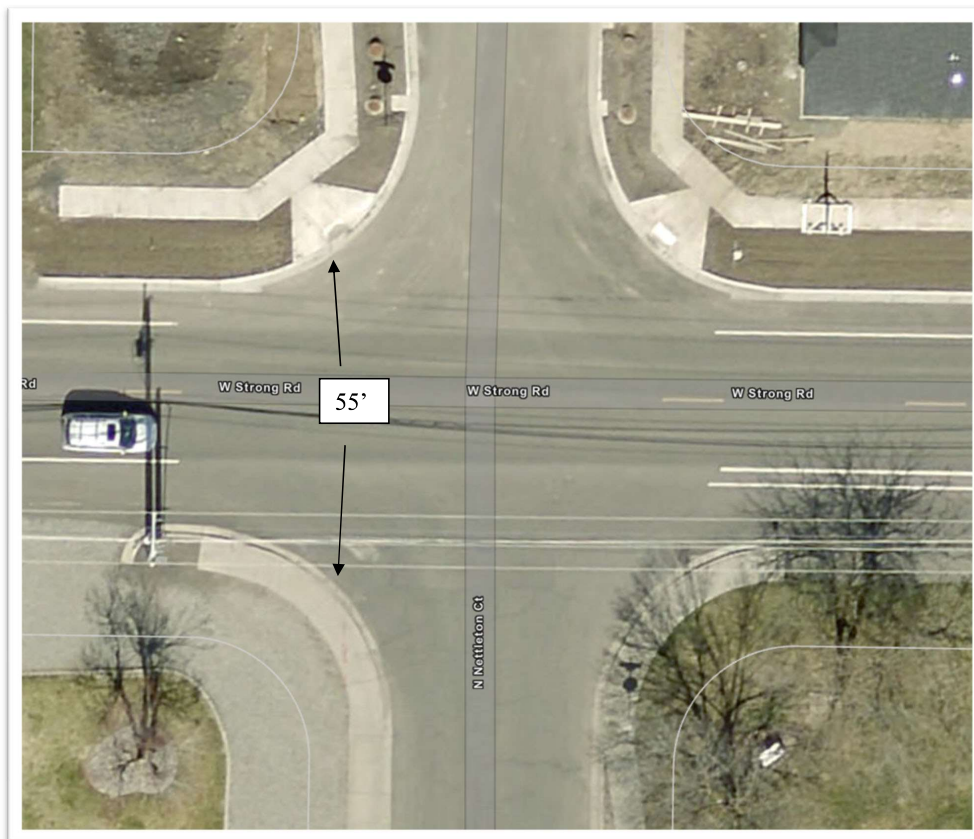


Table 1 – Warrant Matrix

Warrant	Minimum	Observed	Met? Y/N
Vehicular Volume	2,000 ADT	2,100	Y
Patrolled School Crossing	Agreement in Place	No	Y
• School Bus Stop	Stop designated by District	Yes	
Average Speed	➤ 5 MPH over posted Speed Limit	29.8	N
85 th Percentile	➤ 10 MPH over posted Speed Limit	36.0	N
Pedestrian Volume	30 per hour	44 per day	N
Closest Marked Crossing	5 blocks (5*660') 3,300 ft	2,071 ft west 986 ft east	N
Pedestrian Collisions	5 in 3 years	0	N
Vehicle Queue Lengths	Backup to crossing	N/A	N

Marked Crosswalk Decision

Considering the Vehicular Volume, the school bus stop and the 44 North/South pedestrians within a typical day in January it is reasonable to conclude that a marked crosswalk at the intersection would be to the benefit of the traveling public. Given the position of the trail on the east side the intersection and the current bus stop located on the southwest corner of the intersection we recommend that a marked crosswalk with standard warning signs be placed at the western crossing of the intersection.

Crosswalk Treatment

In addition to painted surface markings and advance warning signs of a crossing that is to be marked advanced treatment of the crossing may also be warranted. Some treatments include Lighting, Crossing or Refuge Island, Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacon (PHB) Signal also known as a HAWK Signal

Lighting: provides additional visibility for crossing pedestrians at night. Particularly for intersections that are subject to the shadow of vegetation or land structures. Lighting adds security and comfort to pedestrians.



Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety.
Source: *Living Streets* Page 7-18

Crossing Island or Refuge Island: is a raised curb median that supports a pedestrian walkway within its bounds and provides protection from vehicles. a pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.



Rectangular Rapid Flashing Beacons (RRFB): provide additional visual warning to approaching drivers. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing. The flashing pattern can be activated with pushbuttons or passive (e.g., video, or infrared) pedestrian detection, and should be unlit when not activated.



A Rectangular Rapid-Flashing Beacon (RRFB).
Source: Carol Kachadoorian (2012)

Pedestrian Hybrid Beacon (PHB): A PHB is a special type of beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. The PHB is typically reserved for multiple lane roadways, and high-speed roadways. PHB Have warrant guidelines in the MUTCD



Pedestrian Hybrid Beacon installation shown with accompanying signs and pavement markings.
Federal Highway Administration.

Treatment Review

Considering the lighting of the intersection, the intersection is not subject to the shadowing of tall trees or by steep slopes. So, we do not recommend lighting alone as a necessary treatment.

Considering a refuge island of the west crossing, Such a crossing would be cumbersome for eastbound vehicles to navigate as they would veer right and then veer left immediately within the intersection to avoid the connected shared use path. Therefore, a refuge island is not a viable treatment at this crossing.

Considering RRFB of the west crossing. An RRFB is typically installed at problem intersections where pedestrian accidents are reported or projected where a high volume of vehicles and pedestrians would occur during the peak hours of the roadway. There is no record of accidents to mitigate nor is there a projected pedestrian volume due to a high-density residential project. Therefore, the treatment of a RRFB is not warranted at this time.

However, due to the presence of Sky Prairie Park, School Bus Stop and increasing pedestrian traffic we believe that this crossing should be installed with solar powered RRFB units in addition to the pedestrian crossing signage. On the urban major collector of Strong Road. IT is our concern that driving has become more and more distracted and going above basic striping and signing is required for all higher order roadways (collectors & arterial)

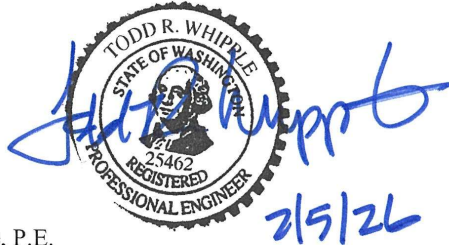
Considering PHB of the west crossing: Strong Road does not currently support an ADT greater than 9,000 vehicles per day, nor is Strong Road more than 2 lanes or a high-speed facility. A review of MUTCD Chapter 4J (attached) Therefore, the crossing does not warrant the treatment of a PHB.

Conclusion and Recommendations

It is concluded that a marked crosswalk is warranted at the intersection of Strong Road & Nettleton Court/Hazelnut Street. It is recommended that the marked crosswalk be placed on the West side of the intersection at this time. We believe that additional treatment of the crossing is necessary of higher order street crossings given the increase in distracted drivers. Therefore, we recommend that solar powered RRFB. Equipment be installed on the signage of the marked crossing.

If you have any questions or Comments in regard to this letter, please feel free to contact us at (509) 893-2617.

Thank you



Todd R. Whipple, P.E.

TRW/bng

Encl: Bus Stop Pic, Counts, lighting, refuge, RRFB, PHB, MUTCD Chapter 4J, COS Marked Crosswalk Installation Guideline (2012)

Cc: File
Sponsor





City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

Site Code:
2500 W Strong Rd
XREF: Nettleton Ln
Strong02500W (L6)

Direction: EB

3/16/2022	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	4	0	0	1	0	0	0	0	0	0	5
1:00	0	1	2	0	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	3	0	0	0	0	0	0	0	0	4
5:00	0	1	2	5	1	1	1	0	0	0	0	0	11
6:00	0	1	2	5	4	1	1	1	0	0	0	0	15
7:00	0	13	23	16	14	3	0	0	0	0	0	0	69
8:00	0	7	24	34	11	7	0	0	0	0	0	0	83
9:00	2	9	21	21	9	0	0	0	0	0	0	0	62
10:00	1	9	8	16	8	1	1	0	0	0	0	0	44
11:00	1	3	19	21	7	1	0	0	0	0	0	0	52
12:00 PM	3	7	9	25	10	1	1	0	0	0	0	0	56
1:00	1	9	11	15	9	1	0	0	0	0	0	0	46
2:00	1	10	17	20	8	5	0	0	0	0	0	0	61
3:00	2	11	27	33	16	4	0	1	0	0	0	0	94
4:00	0	4	17	32	20	4	0	0	0	0	0	0	77
5:00	3	1	23	45	18	6	0	0	0	0	0	0	96
6:00	6	4	23	40	21	3	0	1	0	0	0	0	98
7:00	1	7	19	33	12	3	0	0	0	0	0	0	75
8:00	0	6	21	13	7	0	0	0	0	0	0	0	47
9:00	0	0	4	8	4	2	0	0	0	0	0	0	18
10:00	0	0	5	4	2	0	0	0	0	0	0	0	11
11:00	1	0	0	4	2	0	0	0	0	0	0	0	7
Total	22	104	282	393	184	44	4	3	0	0	0	0	1036
Grand Total	22	104	282	393	184	44	4	3	0	0	0	0	1036
Stats	Percentile		15th	50th	85th	95th							
	Speed		21	26	31	35							
Mean Speed (Average)			26.2										
10 MPH Pace Speed			20-29										
Number in Pace			669										
Percent in Pace			64.6%										
Number > 30 MPH			235										
Percent > 30 MPH			22.7%										



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

Site Code:
2500 W Strong Rd
XREF: Nettleton Ln
Strong02500W (L6)

Direction: WB

3/16/2022	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	1	1	0	0	0	0	0	2
2:00	0	0	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	2	0	3	0	1	0	0	0	0	6
6:00	0	0	1	6	15	5	3	2	0	0	0	0	32
7:00	0	0	2	21	31	27	8	1	1	0	0	0	91
8:00	0	1	6	10	19	21	5	1	0	0	0	0	63
9:00	0	0	1	7	19	17	2	1	0	0	0	0	47
10:00	0	1	2	8	16	9	2	0	0	0	0	0	38
11:00	0	1	5	12	18	11	2	1	0	0	0	0	50
12:00 PM	0	1	2	9	18	13	6	0	0	0	0	0	49
1:00	0	0	4	10	22	9	6	0	0	0	0	0	51
2:00	0	0	7	17	33	13	7	0	0	0	0	0	77
3:00	0	4	4	23	41	22	0	2	0	0	0	0	96
4:00	0	2	4	12	42	38	8	1	0	0	0	0	107
5:00	0	1	2	13	29	32	12	2	0	0	0	0	91
6:00	0	0	6	10	42	29	12	1	1	0	0	0	101
7:00	0	0	3	16	21	14	1	1	0	0	0	0	56
8:00	0	0	2	12	26	11	1	4	0	0	0	0	56
9:00	0	0	2	13	15	4	2	0	0	1	0	0	37
10:00	0	1	0	3	6	3	1	0	0	0	0	0	14
11:00	0	0	1	1	2	2	1	0	0	0	0	0	7
Total	0	12	56	205	415	285	80	18	2	1	0	0	1074
Grand Total	0	12	56	205	415	285	80	18	2	1	0	0	1074
Stats	Percentile		15th	50th	85th	95th							
	Speed		28	33	38	42							
	Mean Speed (Average)		33.3										
	10 MPH Pace Speed		30-39										
	Number in Pace		698										
	Percent in Pace		65.0%										
	Number > 30 MPH		801										
	Percent > 30 MPH		74.6%										



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

Site Code:
2500 W Strong Rd
XREF: Nettleton Ln
Strong02500W (L6)

Direction: Combined

3/16/2022	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	0	6	0	0	1	0	0	0	0	0	0	7
1:00	0	1	2	0	0	1	1	0	0	0	0	0	5
2:00	0	0	0	0	1	1	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	3	0	0	0	0	0	0	0	0	4
5:00	0	1	2	7	1	4	1	1	0	0	0	0	17
6:00	0	1	3	11	19	6	4	3	0	0	0	0	47
7:00	0	13	25	37	45	30	8	1	1	0	0	0	160
8:00	0	8	30	44	30	28	5	1	0	0	0	0	146
9:00	2	9	22	28	28	17	2	1	0	0	0	0	109
10:00	1	10	10	24	24	10	3	0	0	0	0	0	82
11:00	1	4	24	33	25	12	2	1	0	0	0	0	102
12:00 PM	3	8	11	34	28	14	7	0	0	0	0	0	105
1:00	1	9	15	25	31	10	6	0	0	0	0	0	97
2:00	1	10	24	37	41	18	7	0	0	0	0	0	138
3:00	2	15	31	56	57	26	0	3	0	0	0	0	190
4:00	0	6	21	44	62	42	8	1	0	0	0	0	184
5:00	3	2	25	58	47	38	12	2	0	0	0	0	187
6:00	6	4	29	50	63	32	12	2	1	0	0	0	199
7:00	1	7	22	49	33	17	1	1	0	0	0	0	131
8:00	0	6	23	25	33	11	1	4	0	0	0	0	103
9:00	0	0	6	21	19	6	2	0	0	1	0	0	55
10:00	0	1	5	7	8	3	1	0	0	0	0	0	25
11:00	1	0	1	5	4	2	1	0	0	0	0	0	14
Total	22	116	338	598	599	329	84	21	2	1	0	0	2110
Grand Total	22	116	338	598	599	329	84	21	2	1	0	0	2110
Stats	Percentile		15th	50th	85th	95th							
	Speed		23	30	36	40							
	Mean Speed (Average)		29.8										
	10 MPH Pace Speed		25-34										
	Number in Pace		1192										
	Percent in Pace		56.5%										
	Number > 30 MPH		1036										
	Percent > 30 MPH		49.1%										



City of Spokane - Street Department

901 N. Nelson Street
Spokane, WA 99202-3769
509-232-8800

Site Code:
2500 W Strong Rd
XREF: Nettleton Ln
Strong02500W (L6)

Time	3/16/2022 Wednesday	EB	WB	Combined Total	
12:00 AM		5	2	7	
01:00		3	2	5	
02:00		1	1	2	
03:00		1	0	1	
04:00		4	0	4	
05:00		11	6	17	
06:00		15	32	47	
07:00		69	91	160	
08:00		83	63	146	
09:00		62	47	109	
10:00		44	38	82	
11:00		52	50	102	
12:00 PM		56	49	105	
01:00		46	51	97	
02:00		61	77	138	
03:00		94	96	190	
04:00		77	107	184	
05:00		96	91	187	
06:00		98	101	199	
07:00		75	56	131	
08:00		47	56	103	
09:00		18	37	55	
10:00		11	14	25	
11:00		7	7	14	
Total		1036	1074	2110	
Percent		49.1%	50.9%		
Grand Total		1036	1074	2110	
Percent		49.1%	50.9%		

INTERSECTION

PROJECT: WCE Strong Rd
JOB NO. 26-112
DATE OF COUNT: 1/29/2026Strong Road
&
Nettleton Ct/ Hazelnut St.Counter Analyst
Miovision BNG

AM PEAK HOURS

15 Minute Period Beginning @



APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV			
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0			
	Through	0	6	0	0	4	0	0	15	1	0	11	2	0	16	0	0	34	3	0	33	0	0	15	0	0	20	1	0	17	3	0	15	0	0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
	App. Total	0	6	0	0	5	0	0	15	1	0	12	2	0	17	1	0	35	3	0	34	0	0	15	0	0	21	1	0	19	3	0	16	0	0		
	Pct HV	0%			0%			6%			14%			6%			8%			0%			0%			5%			14%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4	0	0			
	Through	0	12	0	0	15	0	0	18	2	0	21	2	0	44	1	0	25	0	0	14	1	0	15	1	0	26	2	0	32	2	0	19	0	0		
	Right	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	1	0	0	0	0	0		
	App. Total	0	13	0	0	15	0	0	18	3	0	21	2	0	44	1	0	25	0	0	17	1	0	17	1	0	28	3	0	33	2	0	23	0	0		
	Pct HV	0%			0%			14%			9%			2%			0%			6%			6%			10%			6%			0%			8%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0			
	Right	0	1	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	1	0	0	1	0	0	1	1	0	1	0	0		
	App. Total	0	1	0	0	2	0	0	0	0	0	3	0	0	3	1	0	1	0	0	3	0	0	2	0	0	1	0	0	4	1	0	1	0	0		
	Pct HV	0%			0%						0%			25%			0%			0%			0%			0%			20%			0%			0%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	2	0	0	0	0	0	4	0	0	4	0	0	4	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	3		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0			
	Right	0	0	0	0	2	0	0	5	0	0	3	0	0	3	0	0	1	0	0	2	0	0	0	0	0	2	0	0	4	0	0	1	0	0		
	App. Total	0	2	0	0	2	0	0	9	0	0	8	0	0	7	0	0	3	0	0	2	0	0	0	0	0	5	0	0	5	0	0	2	0	0		
	Pct HV	0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Total Class Volume		0	22	0	0	24	0	0	42	4	0	44	4	0	71	3	0	64	3	0	56	1	0	34	1	0	55	4	0	61	6	0	42	0	0		
Total Interval Volume		22			24			46			48			74			67			57			35			59			67			42			42		
Intersection Pct HV		0%			0%			9%			8%			4%			4%			2%			3%			7%			9%			0%			2%		

Pedestrian Volumes		15 Minute Period Beginning @											
APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	1	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	1	0	1	0	1	0	1	1
Southbound	Crosswalk	0	0	0	1	0	0	0	0	10	0	0	0
Total		0	0	0	2	1	0	1	0	11	0	1	1

Miovision Vehicle Classification		
Bike (BK)	Passenger Car (PC)	Heavy Vehicle (HV)
Bicycles on Road	Motorcycles Cars Light Goods Vehicles Buses Single-Unit Trucks Articulated Trucks	
All Vehicles (no classification)		

Intersection Total	Pct
One Hour Volumes	HV
6:30 AM	140 5.7%
6:45 AM	192 5.7%
7:00 AM	235 6.0%
7:15 AM	246 4.5%
7:30 AM	233 3.4%
7:45 AM	218 4.1%
8:00 AM	218 5.5%
8:15 AM	203 5.4%
8:30 AM	210 5.2%

App.= Approach
Pct= Percent

INTERSECTION

PROJECT: WCE Strong Rd
 JOB NO. 26-112
 DATE OF COUNT: 1/29/2026

Counter Analyst
 Miovision BNG

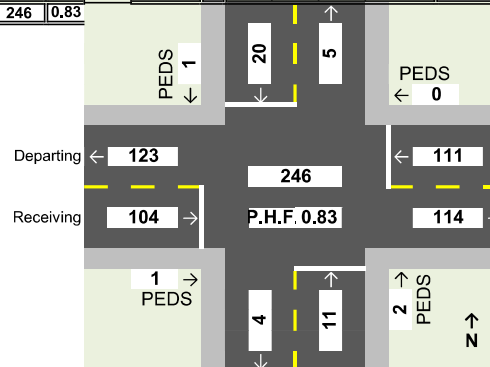
Strong Road & Nettleton Ct/ Hazelnut St.

Counter	Analyst	AM PEAK HOURS												Approach										
Miovision	BNG													Receiving						Departing				
APPROACH	MOVEMENT	7:15 AM			7:30 AM			7:45 AM			8:00 AM			Mvmt	TOTAL	PHF	Percentage of:	Mvmt	Total	Percentage of:				
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	HV	Veh		HV	Approach	HV	Approach	App.			
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0		0.00%	EBU	0	0.00%	Eastbound		
	Left	0	1	0	0	0	0	0	1	0	0	0	0	EBL	0	2	0%	1.92%	NBL	6	17% 4.88%			
	Through	0	11	2	0	16	0	0	34	3	0	33	0	EBT	5	99	5%	95.19%	WBT	108	4% 87.80%			
	Right	0	0	0	0	1	1	0	0	0	0	1	0	EBR	1	3	33%	2.88%	SBR	9	0% 7.32%			
	App. Total	0	12	2	0	17	1	0	35	3	0	34	0	Total	6	104	0.68	6%	100.00%	Total	123		4% 100.00%	
	Pct HV	14%			6%			8%			0%													
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	WBU	0	0		0.00%	WBU	0	0.00%	Westbound		
	Left	0	0	0	0	0	0	0	0	0	0	1	0	WBL	0	1	0%	0.90%	SBL	10	0% 8.77%			
	Through	0	21	2	0	44	1	0	25	0	0	14	1	WBT	4	108	4%	97.30%	EBT	99	5% 86.84%			
	Right	0	0	0	0	0	0	0	0	0	0	2	0	WBR	0	2	0%	1.80%	NBR	5	0% 4.39%			
	App. Total	0	21	2	0	44	1	0	25	0	0	17	1	Total	4	111	0.62	4%	100.00%	Total	114		4% 100.00%	
	Pct HV	9%			2%			0%			6%													
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	NBU	0	0		0.00%	NBU	0	0.00%	Northbound		
	Left	0	2	0	0	2	1	0	1	0	0	0	0	NBL	1	6	17%	54.55%	WBL	1	0% 25.00%			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	NBT	0	0		0.00%	SBT	0	0.00%			
	Right	0	1	0	0	1	0	0	0	0	0	3	0	NBR	0	5	0%	45.45%	EBR	3	33% 75.00%			
	App. Total	0	3	0	0	3	1	0	1	0	0	3	0	Total	1	11	0.69	9%	100.00%	Total	4		25% 100.00%	
	Pct HV	0%			25%			0%			0%													
Southbound	U-Turn	0	1	0	0	0	0	0	0	0	0	0	0	SBU	0	1	0%	5.00%	SBU	1	0% 20.00%	Southbound		
	Left	0	4	0	0	4	0	0	2	0	0	0	0	SBL	0	10	0%	50.00%	EBL	2	0% 40.00%			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	SBT	0	0		0.00%	NBT	0	0.00%			
	Right	0	3	0	0	3	0	0	1	0	0	2	0	SBR	0	9	0%	45.00%	WBR	2	0% 40.00%			
	App. Total	0	8	0	0	7	0	0	3	0	0	2	0	Total	0	20	0.63	0%	100.00%	Total	5		0% 100.00%	
	Pct HV	0%			0%			0%			0%													
Total Class Volume		0	44	4	0	71	3	0	64	3	0	56	1	Total	11	246	0.83							
Total Interval Volume		48			74			67			57			246										
Intersection Pct Trucks		8%			4%			4%			2%			4%										

Pedestrian Volumes						Confl.
APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Ped TOTAL
Eastbound	Crosswalk	1	0	0	0	1
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	1	0	1	2
Southbound	Crosswalk	1	0	0	0	1
Total		2	1	0	1	

Movement = Mvmt
 Pedestrian = Ped

P.H.F. = Peak Hour Factor
 App. = Approach
 Pct = Percent



INTERSECTION

PROJECT: WCE Strong Rd
JOB NO. 26-112
DATE OF COUNT: 1/29/2026Strong Road
&
Nettleton C/ Hazelnut St.Counter Analyst
Miovision BNG

PM PEAK HOURS

15 Minute Period Beginning @



APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV			
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	4	0	0	1	0	0	1	0	0	5	0	0	7	0	0	5	0	0	1	0	0	0	0	0	1	0	0	3	0	0	3	0	0		
	Through	0	28	2	0	28	1	0	35	1	0	26	0	0	30	0	0	24	0	0	20	0	0	29	0	0	22	0	0	24	0	0	24	0	0		
	Right	0	4	0	0	4	1	0	3	1	0	1	0	0	2	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0		
	App. Total	0	36	2	0	33	2	0	39	2	0	32	0	0	39	0	0	29	0	0	22	0	0	30	0	0	24	0	0	28	0	0	28	0	0		
	Pct HV	5%			6%			5%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	0	2	1	0	1	0	0	2	0	0	1	0	0	2	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	
	Through	0	23	1	0	30	2	0	27	2	0	29	1	0	31	0	0	20	0	0	27	0	0	20	0	0	22	0	0	30	0	0	25	0	0		
	Right	0	2	0	0	4	0	0	1	0	0	1	0	0	1	0	0	4	0	0	3	0	0	2	0	0	2	0	0	3	0	0	0	0	0	0	
	App. Total	0	27	2	0	35	2	0	30	2	0	31	1	0	34	0	0	26	0	0	32	0	0	23	0	0	25	0	0	33	0	0	25	0	0	16	0
	Pct HV	7%			5%			6%			3%			0%			0%			0%			0%			0%			0%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1	0	0	2	0	0	0	0
	Through	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	1	0	2	0	0	2	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0
	App. Total	0	2	1	0	5	0	0	3	0	0	4	0	0	3	0	0	5	0	0	5	0	0	4	0	0	2	0	0	1	0	0	2	0	0	0	0
	Pct HV	33%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	0	1	0	0	2	0	0	0	0	0	1	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	Right	0	2	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	0	0	2	0	0	1	0	0	1	0
	App. Total	0	3	0	0	2	0	0	1	0	0	4	0	0	3	0	0	3	0	0	2	0	0	4	0	0	4	0	0	3	0	0	1	0	0	2	0
	Pct HV	0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Total Class Volume		0	68	5	0	75	4	0	73	4	0	71	1	0	79	0	0	63	0	0	61	0	0	61	0	0	55	0	0	65	0	0	56	0	0	39	0
Total Interval Volume		73			79			77			72			79			63			61			61			55			65			56			39		
Intersection Pct HV		7%			5%			5%			1%			0%			0%			0%			0%			0%			0%			0%			0%		

Pedestrian Volumes		15 Minute Period Beginning @											
APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	1	1	0	1	1	0	1	0	0	0	0
Westbound	Crosswalk	0	0	0	0	1	0	0	0	0	0	0	0
Northbound	Crosswalk	0	1	1	1	0	1	0	0	0	0	0	0
Southbound	Crosswalk	3	0	0	0	2	0	0	0	0	0	0	0
Total		3	2	2	1	4	2	0	1	0	0	0	0

Miovision Vehicle Classification
Bike (BK) Passenger Car (PC) Heavy Vehicle (HV)

All Vehicles (no classification)

Intersection Total		Pct
One Hour Volumes		HV
3:30 PM	301	4.7%
3:45 PM	307	2.9%
4:00 PM	291	1.7%
4:15 PM	275	0.4%
4:30 PM	264	0.0%
4:45 PM	240	0.0%
5:00 PM	242	0.0%
5:15 PM	237	0.0%
5:30 PM	215	0.0%

App.= Approach
Pct= Percent

INTERSECTION

PROJECT: WCE Strong Rd
JOB NO. 26-112
DATE OF COUNT: 1/29/2026

Strong Road & Nettleton Ct/ Hazelnut St.

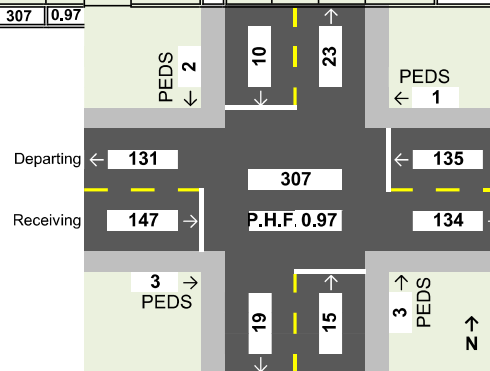
Counter Analyst
Miovision BNG

Counter	Analyst	PM PEAK HOURS												Approach										PEDS	
Miovision	BNG													Receiving					Departing						App.
APPROACH	MOVEMENT	3:45 PM			4:00 PM			4:15 PM			4:30 PM			Mvmt	TOTAL	PHF	Percentage of:	Mvmt	Total	Percentage of:					
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	HV	Veh		HV	Approach	HV	Approach					
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0		0.00%	EBU	0	0.00%	Eastbound			
	Left	0	1	0	0	1	0	0	5	0	0	7	0	EBL	0	14		0%	9.52%	NBL	5		0%	3.82%	
	Through	0	28	1	0	35	1	0	26	0	0	30	0	EBT	2	121		2%	82.31%	WBT	122		4%	93.13%	
	Right	0	4	1	0	3	1	0	1	1	0	2	0	EBR	2	12		17%	8.16%	SBR	4		0%	3.05%	
	App. Total	0	33	2	0	39	2	0	32	0	0	39	0	Total	4	147	0.90	3%	100.00%	Total	131		4%	100.00%	
	Pct HV	6%			5%			0%			0%														
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	WBU	0	0		0.00%	WBU	0	0.00%	Westbound			
	Left	0	1	0	0	2	0	0	1	0	0	2	0	WBL	0	6		0%	4.44%	SBL	5		0%	3.73%	
	Through	0	30	2	0	27	2	0	29	1	0	31	0	WBT	5	122		4%	90.37%	EBT	121		2%	90.30%	
	Right	0	4	0	0	1	0	0	1	0	0	1	0	WBR	0	7		0%	5.19%	NBR	8		0%	5.97%	
	App. Total	0	35	2	0	30	2	0	31	1	0	34	0	Total	5	135	0.91	4%	100.00%	Total	134		1%	100.00%	
	Pct HV	5%			6%			3%			0%														
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	NBU	0	0		0.00%	NBU	0	0.00%	Northbound			
	Left	0	2	0	0	1	0	0	1	0	0	1	0	NBL	0	5		0%	33.33%	WBL	6		0%	31.58%	
	Through	0	1	0	0	0	0	0	1	0	0	0	0	NBT	0	2		0%	13.33%	SBT	1		0%	5.26%	
	Right	0	2	0	0	2	0	0	2	0	0	2	0	NBR	0	8		0%	53.33%	EBR	12		17%	63.16%	
	App. Total	0	5	0	0	3	0	0	4	0	0	3	0	Total	0	15	0.75	0%	100.00%	Total	19		11%	100.00%	
	Pct HV	0%			0%			0%			0%														
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0		0.00%	SBU	0	0.00%	Southbound			
	Left	0	2	0	0	0	0	0	1	0	0	2	0	SBL	0	5		0%	50.00%	EBL	14		0%	60.87%	
	Through	0	0	0	0	0	0	0	0	0	0	1	0	SBT	0	1		0%	10.00%	NBT	2		0%	8.70%	
	Right	0	0	0	0	1	0	0	3	0	0	0	0	SBR	0	4		0%	40.00%	WBR	7		0%	30.43%	
	App. Total	0	2	0	0	1	0	0	4	0	0	3	0	Total	0	10	0.63	0%	100.00%	Total	23		0%	100.00%	
	Pct HV	0%			0%			0%			0%														
Total Class Volume		0	75	4	0	73	4	0	71	1	0	79	0	Total	9	307	0.97						10	23	PEDS
Total Interval Volume		79			77			72			79			307											
Intersection Pct Trucks		5%			5%			1%			0%			3%											

Pedestrian Volumes						Confl.
APPROACH	MOVEMENT	3:45	4:00	4:15	4:30	Ped TOTAL
Eastbound	Crosswalk	1	1	0	1	3
Westbound	Crosswalk	0	0	0	1	1
Northbound	Crosswalk	1	1	1	0	3
Southbound	Crosswalk	0	0	0	2	2
Total		2	2	1	4	

Movement = Mvmt
Pedestrian = Ped

P.H.F. = Peak Hour Factor
App. = Approach
Pct = Percent



INTERSECTION

PROJECT: WCE Strong Rd
JOB NO. 26-112
DATE OF COUNT: 1/29/2026
Counter Analyst
Miovision BNG

Strong Road
&
Nettleton Ct/ Hazelnut St.

MID PEAK HOURS
15 Minute Period Beginning @



APPROACH	Movement	11:00 AM			11:15 AM			11:30 AM			11:45 AM			12:00 PM			12:15 PM			12:30 PM			12:45 PM			1:00 PM			1:15 PM			1:30 PM			1:45 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV			
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
	Left	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0				
	Through	0	20	1	0	13	0	0	19	0	0	15	1	0	16	0	0	17	0	0	18	0	0	16	0	0	21	0	0	16	0	0	19	0			
	Right	0	0	0	0	1	0	0	1	0	0	3	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0			
	App. Total	0	20	1	0	14	0	0	21	0	0	18	1	0	20	0	0	19	0	0	18	0	0	20	0	0	16	0	0	23	0	0	17	0	0		
	Pct HV	5%			0%			0%			5%			0%			0%			0%			0%			0%			0%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	1	0	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0	0	2	0	0	3	0			
	Through	0	13	0	0	9	0	0	18	0	0	18	0	0	12	0	0	22	0	0	13	0	0	15	0	0	11	0	0	6	0	0	20	0			
	Right	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	3	0			
	App. Total	0	14	0	0	11	0	0	19	0	0	19	0	0	13	0	0	23	0	0	15	0	0	17	0	0	14	0	0	15	0	8	0	0	26	0	
	Pct HV	0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	1	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	1	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	3	0	0	1	0	0	1	0	0	2	0	5	0	
	App. Total	0	0	0	0	2	0	0	3	0	0	2	0	0	2	0	0	1	0	0	2	0	0	4	0	0	2	0	0	1	0	0	5	0	6	0	
	Pct HV				0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	2	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0			
	App. Total	0	2	0	0	1	0	0	2	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	2	0		
	Pct HV	0%			0%			0%			50%						0%			0%			0%			0%			0%			0%			0%		
Total Class Volume		0	36	1	0	28	0	0	45	0	0	40	2	0	35	0	0	44	0	0	36	0	0	42	0	0	32	0	0	40	0	0	31	0	0	55	0
Total Interval Volume		37			28			45			42			35			44			36			42			32			40			31			55		
Intersection Pct HV		3%			0%			0%			5%			0%			0%			0%			0%			0%			0%			0%			0%		

Pedestrian Volumes		15 Minute Period Beginning @											
APPROACH	Movement	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	1	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	1	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	1	0	0	0	0	0	2	0	0	0	0	0
Total		2	0	0	0	0	0	2	0	1	0	0	0

Miovision Vehicle Classification		
Bike (BK)	Passenger Car (PC)	Heavy Vehicle (HV)
	Lights	Mediums
	All Vehicles (no classification)	

Intersection Total One Hour Volumes		Pct HV
11:00 AM	152	2.0%
11:15 AM	150	1.3%
11:30 AM	166	1.2%
11:45 AM	157	1.3%
12:00 PM	157	0.0%
12:15 PM	154	0.0%
12:30 PM	150	0.0%
12:45 PM	145	0.0%
1:00 PM	158	0.0%

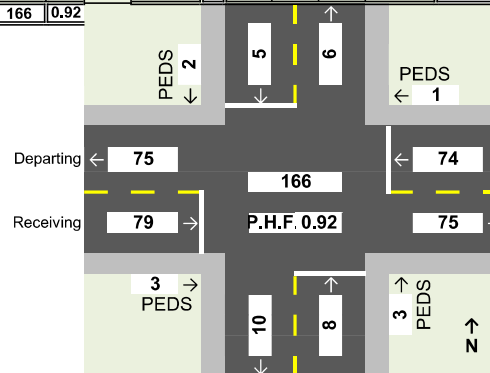
App.= Approach
Pct= Percent

&

APPROACH	MOVEMENT



**Traffic Counts
& Surveys Inc.**



Time	Eastbound				Westbound				Northbound				Southbound				Total
	U	Lt	TH	Rt	U	Lt	TH	Rt	U	Lt	TH	Rt	U	Lt	TH	Rt	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
5:30 AM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	0	4	0	0	0	6	0	0	0	0	3	0	0	1	1	15
6:00 AM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	2	10
6:15 AM	0	0	5	0	0	0	7	1	0	0	0	0	0	1	0	2	16
6:30 AM	0	0	6	0	0	1	12	0	0	0	0	1	0	2	0	0	22
6:45 AM	0	1	4	0	0	0	15	0	0	0	0	2	0	0	0	2	24
7:00 AM	0	0	16	0	0	0	20	1	0	0	0	0	0	4	0	5	46
7:15 AM	0	1	13	0	0	0	23	0	0	2	0	1	1	4	0	3	48
7:30 AM	0	0	16	2	0	0	45	0	0	3	0	1	0	4	0	3	74
7:45 AM	0	1	37	0	0	0	25	0	0	1	0	0	0	2	0	1	67
8:00 AM	0	0	33	1	0	1	15	2	0	0	0	3	0	0	0	2	57
8:15 AM	0	0	15	0	0	0	16	2	0	1	0	1	0	0	0	0	35
8:30 AM	0	1	21	0	0	1	28	2	0	0	0	1	0	3	0	2	59
8:45 AM	0	2	20	0	0	0	34	1	0	2	1	2	0	0	1	4	67
9:00 AM	0	1	15	0	0	4	19	0	0	0	0	1	0	1	0	1	42
9:15 AM	0	0	24	0	0	1	11	0	0	1	0	2	0	3	0	0	42
9:30 AM	0	2	15	1	0	0	17	0	0	0	1	2	0	0	0	0	38
9:45 AM	0	0	18	1	0	1	10	0	0	0	0	1	0	1	1	0	33
10:00 AM	0	1	15	0	0	0	10	0	0	1	0	0	0	2	1	1	31
10:15 AM	0	0	18	2	0	1	12	0	0	0	0	1	0	0	0	0	34
10:30 AM	0	2	14	4	0	2	13	0	0	0	1	2	0	0	0	1	39
10:45 AM	0	3	14	0	0	0	7	0	0	1	0	1	0	0	0	1	27
11:00 AM	0	0	21	0	0	1	13	0	0	0	0	0	0	0	0	2	37
11:15 AM	0	0	13	1	0	2	9	0	0	1	0	1	0	1	0	0	28
11:30 AM	0	1	19	1	0	1	18	0	0	1	0	2	0	1	0	1	45
11:45 AM	0	0	16	3	0	0	18	1	0	0	0	2	0	0	0	2	42
AM Total	0	16	408	16	0	17	417	10	0	14	3	31	1	29	4	37	1003
440				444				48				71					

	Eastbound				Westbound				Northbound				Southbound				Total
Time	U	Lt	TH	Rt	U	Lt	TH	Rt	U	Lt	TH	Rt	U	Lt	TH	Rt	
12:00 PM	0	1	16	3	0	1	12	0	0	1	0	1	0	0	0	0	35
12:15 PM	0	2	17	0	0	1	22	0	0	0	1	0	0	1	0	0	44
12:30 PM	0	0	17	1	0	1	13	1	0	0	0	2	0	0	1	0	36
12:45 PM	0	1	18	1	0	1	15	1	0	1	0	3	0	1	0	0	42
1:00 PM	0	0	16	0	0	1	11	2	0	1	0	1	0	0	0	0	32
1:15 PM	0	1	21	1	0	4	11	0	0	0	0	1	0	0	0	1	40
1:30 PM	0	1	16	0	0	2	6	0	0	3	0	2	0	0	0	1	31
1:45 PM	1	1	19	0	0	3	20	3	0	1	0	5	0	0	0	2	55
2:00 PM	0	1	24	1	0	0	19	0	0	1	0	2	0	2	0	2	52
2:15 PM	0	3	16	1	0	2	29	1	0	2	1	2	0	1	0	2	60
2:30 PM	0	1	22	1	0	1	31	1	0	1	0	1	1	0	0	2	62
2:45 PM	0	0	31	2	0	2	23	4	0	3	0	1	0	1	0	1	68
3:00 PM	0	0	28	2	0	5	32	1	0	0	1	1	0	0	0	3	73
3:15 PM	0	0	40	1	0	1	27	0	0	2	0	1	0	0	0	1	73
3:30 PM	0	4	30	4	0	3	24	2	0	2	0	1	0	1	0	2	73
3:45 PM	0	1	29	5	0	1	32	4	0	2	1	2	0	2	0	0	79
4:00 PM	0	1	35	3	0	2	27	1	0	1	0	2	0	0	0	1	73
4:15 PM	0	5	26	1	0	1	30	1	0	1	1	2	0	1	0	3	72
4:30 PM	0	7	30	2	0	2	31	1	0	1	0	2	0	2	1	0	79
4:45 PM	0	5	24	0	0	2	20	4	0	2	0	3	0	1	1	1	63
5:00 PM	0	1	20	1	0	2	27	3	0	4	0	1	0	1	0	1	61
5:15 PM	0	0	29	1	0	1	20	2	0	1	0	3	0	1	0	3	61
5:30 PM	0	1	22	1	0	1	22	2	0	1	0	1	0	1	0	3	55
5:45 PM	0	3	24	1	0	0	30	3	0	1	0	0	0	1	0	2	65
6:00 PM	0	3	24	1	0	0	25	0	0	2	0	0	0	0	0	1	56
6:15 PM	0	1	20	0	0	2	14	0	0	0	0	0	0	0	1	1	39
6:30 PM	0	2	16	0	0	1	13	3	0	0	0	2	0	2	0	2	41
6:45 PM	0	0	11	2	0	0	26	0	0	1	0	0	0	0	0	1	41
7:00 PM	0	2	9	1	0	0	22	1	0	1	0	0	0	0	0	0	36
7:15 PM	0	0	17	1	0	0	13	2	0	1	0	0	0	1	1	1	37
7:30 PM	0	4	19	1	0	1	12	0	0	1	0	0	0	1	0	1	40
7:45 PM	0	2	13	2	0	0	12	0	0	0	0	0	0	0	0	0	29
8:00 PM	0	1	18	1	0	0	9	0	0	0	0	0	0	0	0	1	30
8:15 PM	0	1	19	3	0	1	6	1	0	1	0	0	0	1	0	0	33
8:30 PM	0	3	12	1	0	1	12	0	0	0	0	0	0	0	0	0	29
8:45 PM	0	1	24	1	0	0	9	2	0	2	0	0	0	0	0	1	40
9:00 PM	0	0	15	0	0	0	11	1	0	0	0	0	0	1	0	1	29
9:15 PM	0	0	9	1	0	0	8	1	0	0	0	0	0	1	0	1	21
9:30 PM	0	1	3	0	0	0	3	1	0	0	0	0	0	0	0	0	8
9:45 PM	0	0	6	0	0	0	1	0	0	0	0	2	0	0	0	0	9
10:00 PM	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	1	6	0	0	0	2	1	0	0	0	0	0	0	0	0	10
10:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
11:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3
PM Total	1	63	825	48	0	47	743	50	0	41	5	46	1	24	5	42	1941
	937				840				92				72				
INTX	1377				1284				140				143				
Total	2944																

Lighting and Illumination

Appropriate quality and placement of lighting can enhance an environment and increase comfort and safety. Pedestrians may assume that their ability to see oncoming headlights means motorists can see them at night; however, without sufficient lighting, motorists may not be able to see pedestrians in time to stop.

A single luminaire placed directly over the crosswalk does not adequately illuminate the pedestrian for the approaching motorist. It is best to place streetlights along both sides of arterial streets and provide a consistent level of lighting along a roadway. This includes lighting pedestrian crosswalks and approaches to the crosswalks. A study conducted by the Virginia Tech Transportation Institute found that 20 lx (a unit of illuminance) was necessary for motorists to detect a pedestrian in the crosswalk. To achieve 20 lx, the luminaire should be placed 10 feet from the crosswalk, in between the approaching vehicles and the crosswalk. At intersections, the luminaires should also be placed before the crosswalk on the approach into the intersection. This differs from traditional placement of luminaires over the actual intersection.¹³

In commercial areas or in downtown areas, specialty pedestrian-level lighting may be placed over the sidewalks to improve pedestrian comfort, security, and safety. Well-lit pedestrian areas make people walking through the area feel safer. Streetlights and building lights can enhance the ambiance of the area and the visibility of pedestrians in commercial areas with nighttime pedestrian activity. Nighttime pedestrian crossing areas may be supplemented with brighter or additional lighting.

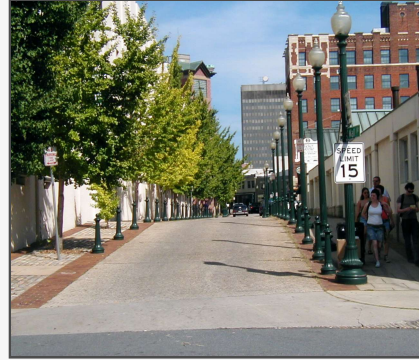
Purpose

Roadway lighting has often focused on the needs of the motorist and not necessarily the safety of the pedestrian. However, it is important to consider lighting that illuminates pedestrian crosswalks and reduces glare to motorists. Pedestrian fatalities occur disproportionately during dark conditions. Adequate roadway lighting enhances the safety of all roadway users, while pedestrian-scale lighting improves nighttime security and enhances commercial districts.

Considerations

- Install lighting on both sides of wide streets and streets in commercial districts.
- Use uniform lighting levels.
- Place lights in advance of midblock and intersection crosswalks on

[View Other At Crossing Locations Treatments](#) ▼



Roadway lighting. Source: pedbikeimages.org - Annie Lux



Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety. Source: [Living Streets Page 7-18](#)

both approaches to illuminate the front of the pedestrian and avoid creating a silhouette.

Estimated Cost



Pedestrian-scale lighting in Marion, Iowa.
pedbikeimages.org - Brandon Whyte

Infrastructure	Description	Median	Average	Min. Low	Max. High	Cost Unit	# of Sources (Observations)
Lighting	In-pavement Lighting	\$18,250	\$17,620	\$6,480	\$40,000	Total	4(4)
Lighting	Streetlight	\$3,602	\$4,882	\$310	\$13,895	Each	12(17)

Lighting varies based on the fixture type, manufacturer differences, roadway widths, project-specific factors, and utility service agreement. Usually, in-pavement lights are installed as a system, which is the reason the total cost is included here, as opposed to an individual light cost. Also, though not included above, average approximate underpass lighting costs can range from \$350 to \$3,400 each, and crosswalk lighting can range from approximately \$10,750 to \$42,000 per crosswalk.

Safety Effects

A summary of studies that have looked at the safety effects of lighting and illumination can be found [here](#).

Case Studies

- Clemson, SC
- Grand Junction, CO
- Eureka, CA
- Ithaca, New York
- Fort Plain, NY
- Tempe, AZ
- University Place, WA
- Phoenix, Arizona
- Shoreline, Washington
- Bellevue, WA
- Montgomery County, Maryland

Crossing Islands

A crossing island is a median with a refuge area that is intended to help protect pedestrians crossing a multilane road. This countermeasure is sometimes referred to as a pedestrian refuge island. Crossing islands should be considered as a supplement to the crosswalk. They are appropriate at both uncontrolled locations (i.e., where no traffic signals or stop signs exist) and signalized crossings. When installed at a midblock crossing, the island should be supplemented with a marked, high-visibility crosswalk.

The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing. Crossing islands are highly desirable for midblock pedestrian crossings on roads with four or more travel lanes, especially where speed limits are 35 mph or greater and/or where annual average daily traffic (AADT) is 9,000 or higher. They are also a candidate treatment option for uncontrolled pedestrian crossings on 3-lane or 2-lane roads that have high vehicle speeds or volumes.⁹

The factors contributing to pedestrian safety include reduced conflicts, reduced vehicle speeds approaching the island (when the approach is designed to influence driver behavior), greater attention called to the pedestrian crossing, opportunities for additional signs in the middle of the road, and reduced exposure time for pedestrians.

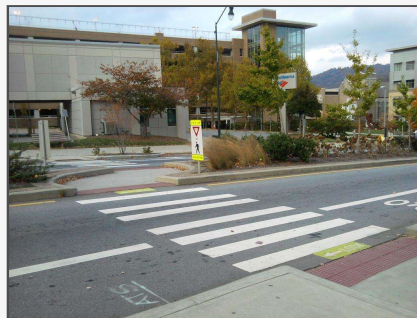
Purpose

Crossing islands enhance the safety of pedestrian crossings and reduce vehicle speeds approaching pedestrian crossings. It can be difficult for pedestrians to cross high-volume roadways if the crossing is uncontrolled, if the existing pedestrian signal is short, and/or there is not a safe stopping place in the middle of the roadway. Pedestrians might get caught in the middle of the roadway if the traffic signal changes before they have finished crossing the roadway or motorists do not abide to the crossing.

Considerations

- The design must accommodate pedestrians with disabilities. Islands should be a minimum of 4 feet wide (preferably 8 feet) and of adequate length to allow the anticipated number of pedestrians to stand and wait for gaps in traffic before crossing.
- The cut-through must include detectable warnings if the island width is at least 6 feet.
- Crossing islands at intersections or near driveways may affect left-turn access.
- Crossing islands at intersections or near driveways may affect left-turn access.
- If applicable, evaluate the impact of the island on bicycle facility design.
- Illuminate or highlight islands with street lights, signs, or reflectors to enhance visibility for motorists.
- [Curb extensions](#) may be built in conjunction with crossing islands where there is on-street parking.

[View Other At Crossing Locations Treatments](#) ▼



Center crossing islands allow pedestrians to deal with only one direction of traffic at a time, and can be constructed so that crossing pedestrians are forced to the right to view oncoming traffic as they are halfway through the crossing. *Source: pedbikeimages.org - Lyubov Zuyeva (2011)*



Crossing islands can be located at intersections or midblock crossings to help protect crossing pedestrians from motor vehicles. *hy and allows pedestrians to avoid conflicts with traffic at street level. Source: Designing for Pedestrian Safety*

Estimated Cost

The cost of a median island depends on its size and construction materials. The costs range from \$2,140 to \$41,170 per island depending on the design, site conditions, and whether the median can be added as part of a utility improvement or other street construction project. The average cost per square foot is approximately \$10. The cost for an asphalt island or one without landscaping is less than the cost of installing a raised concrete pedestrian island with landscaping. Costs may be reduced if the island is incorporated into planned roadway improvements or utility work.¹¹

Safety Effects

The installation of pedestrian refuge island can reduce pedestrian crashes by 32%, see [NCHRP Research Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments](#).

Case Studies

Eureka, CA
Las Vegas, Nevada
Fort Pierce, FL
Phoenix, Arizona
Seattle, Washington
Tucson, AZ
Portland, OR
Portland, OR
Naples, FL
Queens, New York
Brooklyn, New York
Eureka, California
Montgomery County, Maryland
Shoreline, Washington
Washington, District of Columbia
Village of Great Neck Plaza, New York
San Francisco, California
Norfolk, Virginia
Phoenix, Arizona

Rectangular Rapid-Flashing Beacon (RRFB)

RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. The RRFB design differs from the standard flashing beacon by utilizing:

- A different shape
- A much faster rapid-pulsing flash rate.
- A brighter light intensity.

The RRFB is a treatment option at many types of established pedestrian crossings. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the [Pedestrian Hybrid Beacon \(PHB\)](#) instead for roadways with higher speeds.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing. The flashing pattern can be activated with pushbuttons or automated (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

The Federal Highway Administration has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB.

Purpose

The RRFB is a device used in combination with pedestrian warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk.

Considerations

- RRFBs should not be used without the presence of a pedestrian crossing sign.
- A RRFB should be installed in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Advance yield or stop pavement markings and signs may be used to supplement RRFBs.
- The crosswalk approach should not be controlled by a YIELD sign, STOP sign, traffic-control signal, or located at a roundabout.
- Solar-power panels can be used to eliminate the need for a power source.

[View Other Signals and Signs Treatments](#) ▼



A Rectangular Rapid-Flashing Beacon (RRFB) in Princeton, New Jersey. *Federal Highway Administration.*



A Rectangular Rapid-Flashing Beacon (RRFB). *Source: Carol Kachadoorian (2012)*

- RRFB should be reserved for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.
- Other treatments may be more appropriate in locations with sight distance constraints.
- A high-intensity unit (SAE-1) should be used instead of a less intense unit.

Estimated Cost

Infrastructure	Description	Median	Average	Min. Low	Max. High	Cost Unit	# of Sources (Observations)
Flashing Beacon	RRFB	\$14,160	\$22,250	\$4,520	\$52,310	Each	3(4)

The cost to furnish and install a flashing beacon can vary widely depending on site conditions and the type of device that is used (from \$4,500 to \$52,000 each). The RRFB can be constructed using solar power to simplify installation. The installation may include an indication visible to pedestrians confirming that the device is activated and/or an audible message instructing pedestrians to wait until cars have stopped before crossing. The pushbutton and other components of the crosswalk must meet all other MUTCD accessibility requirements.

Safety Effects

The installation of RRFBs can reduce pedestrian crashes by 47%, see [NCHRP Research Report 841: Development of Crash Modification Factors for uncontrolled Pedestrian Crossing Treatments](#).

Case Studies

- San Francisco, California
- St. Petersburg, Florida
- Elmwood Park, New Jersey
- Miami-Dade County, Florida

Pedestrian Hybrid Beacon (PHB)

Pedestrian Hybrid Beacons (PHBs) can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk. A PHB should be installed in conjunction with the following:

- Overhead beacons with three sections (circular yellow signal indication centered below two horizontally aligned circular red signals) facing both directions on the major street.
- Overhead signs labeled "CROSSWALK STOP ON RED" to indicate that the location is associated with a pedestrian crosswalk.
- A marked crosswalk on the major street.
- Countdown pedestrian signal heads to control pedestrian crossings at the crosswalk.
- Pedestrian detectors, such as pushbuttons.

Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed. A solid red light requires drivers to stop while pedestrians have the right-of-way to cross the street. The overhead beacon flashes red when the pedestrian signals display a flashing DONT WALK indication. Drivers may proceed if the crosswalk is clear.

The PHB is often considered for installation at locations where pedestrians need to cross and vehicle speeds or volumes are high, but traffic signal warrants are not met. These devices have been successfully used at school crossings, parks, senior centers, and other pedestrian crossings on multilane streets. PHBs are typically installed at the side of the road or on mast arms over midblock pedestrian crossings.

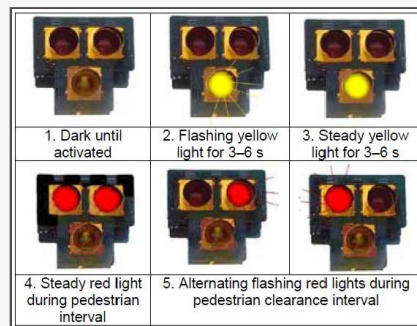
Purpose

A PHB is a special type of beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

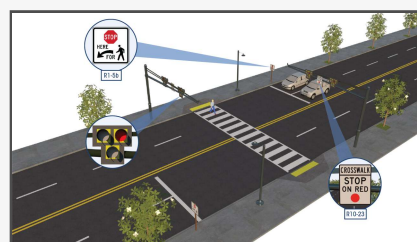
Considerations

- PHBs are a candidate treatment for roads with three or more lanes that generally have annual average daily traffic (AADT) above 9,000.
- Strongly consider a PHB for all midblock and intersection crossings where the roadway speed limits are equal to or greater than 40 miles per hour.
- The [MUTCD](#) provides guidance on the pedestrian volume warrants, design features, and restrictions associated with the PHB.

[View Other Signals and Signs Treatments](#) ▼



The progression of a PHB.



Pedestrian Hybrid Beacon installation shown with accompanying signs and pavement markings. *Federal Highway Administration.*

- Can be used at both intersections and midblock locations.
- Works well to counteract multiple threat crashes.

Estimated Cost



Pedestrian Hybrid Beacon phases.
 Source: Adapted from FHWA Training Materials.

Infrastructure	Description	Median	Average	Min. Low	Max. High	Cost Unit	# of Sources (Observations)
Pedestrian Hybrid Beacon	Pedestrian Hybrid Beacon	\$51,460	\$57,680	\$21,440	\$128,660	Each	9(9)

Pedestrian Hybrid Beacons are less expensive than a full traffic signal installation. The costs range from \$21,000 to \$128,000, with an average per unit cost of \$57,680.

Safety Effects

The installation of a Pedestrian Hybrid Beacon can reduce pedestrian crashes by 55%, see [NCHRP Research Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments](#).

CHAPTER 4J. PEDESTRIAN HYBRID BEACONS

Section 4J.01 Application of Pedestrian Hybrid Beacons

Support:

- 01 A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Option:

- 02 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.

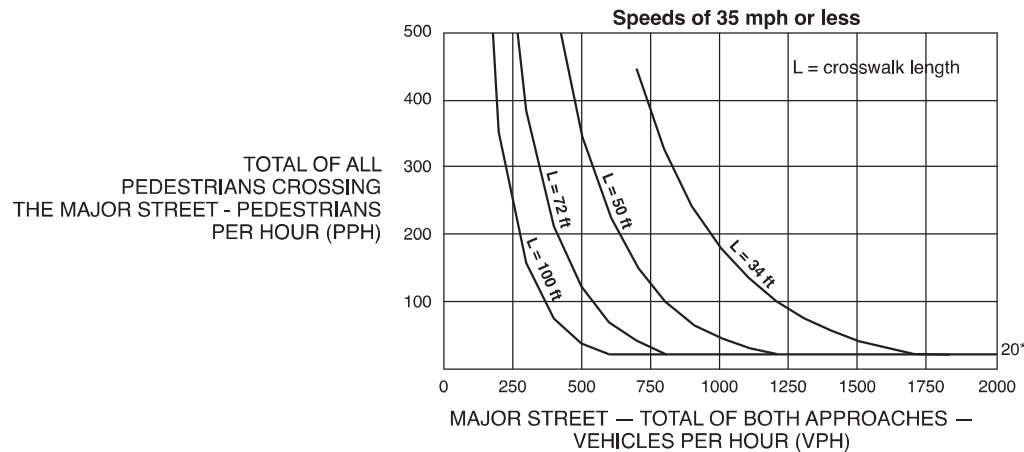
Standard:

- 03 **If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings (see Section 4J.02) to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.**

Guidance:

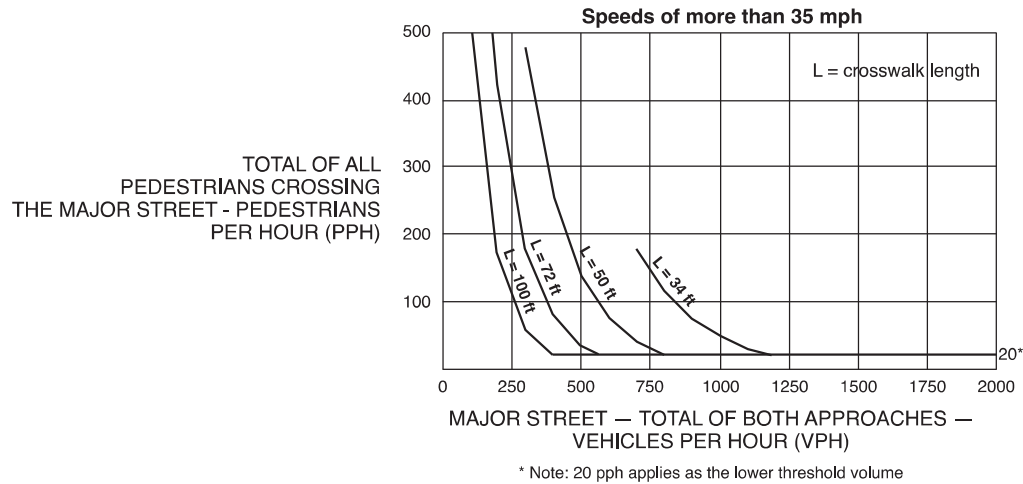
- 04 *If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by an engineering study, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D through 4I and 4K.*
- 05 *If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.*
- 06 *For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4J-1 for the length of the crosswalk.*
- 07 *For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4J-2 for the length of the crosswalk.*

Figure 4J-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



* Note: 20 pph applies as the lower threshold volume

Figure 4J-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



08 For crosswalks that have lengths other than the four that are specifically shown in Figures 4J-1 and 4J-2, the values should be interpolated between the curves.

Option:

09 The criteria for the pedestrian volume crossing the major street shown in Figures 4J-1 and 4J-2 may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second.

10 Where there is a divided street having a median of sufficient width for pedestrians to wait, the criteria for the major-street traffic volume shown in Figures 4J-1 and 4J-2 may be applied separately to each direction of vehicular traffic.

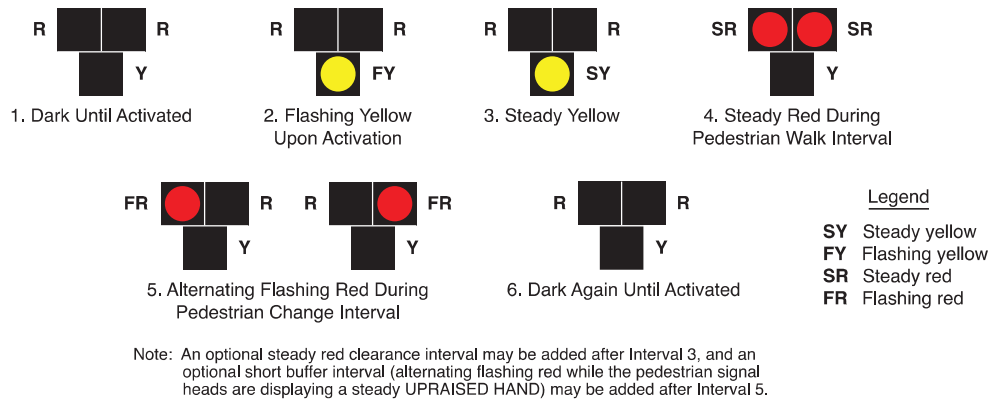
Section 4J.02 Design of Pedestrian Hybrid Beacons

Standard:

- 01 Except as otherwise provided in this Section, a pedestrian hybrid beacon shall meet the provisions of Chapters 4D through 4G, 4I, and 4J.
- 02 A pedestrian hybrid beacon face shall consist of three signal sections, with a CIRCULAR YELLOW signal indication centered below two horizontally-aligned CIRCULAR RED signal indications (see Figure 4J-3).
- 03 When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:
- A. At least two pedestrian hybrid beacon faces shall be installed for each approach of the major street;
 - B. A stop line shall be installed for each approach to the crosswalk;
 - C. A pedestrian signal head complying with the provisions set forth in Chapter 4I shall be installed at each end of the marked crosswalk;
 - D. The pedestrian hybrid beacon shall be pedestrian actuated; and
 - E. If the pedestrian hybrid beacon is installed at or immediately adjacent to an intersection with a minor street, a STOP sign shall be installed for each minor-street approach.

Guidance:

- 04 When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:
- A. Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk, or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance; and
 - B. If installed within a signal system, the pedestrian hybrid beacon should be coordinated.

Figure 4J-3. Sequence for a Pedestrian Hybrid Beacon

05 On approaches having posted or statutory speed limits or 85th-percentile speeds in excess of 35 mph and on approaches having traffic or operating conditions that would tend to obscure visibility of roadside hybrid beacon face locations, both of the minimum of two pedestrian hybrid beacon faces should be installed over the roadway.

06 On multi-lane approaches having posted or statutory speed limits or 85th-percentile speeds of 35 mph or less, either a pedestrian hybrid beacon face should be installed on each side of the approach (if a median of sufficient width exists) or at least one of the pedestrian hybrid beacon faces should be installed over the roadway.

07 A pedestrian hybrid beacon should comply with the signal face location provisions described in Sections 4D.05 through 4D.10.

Option:

08 A CROSSWALK—STOP ON RED (symbolic circular red) (R10-23) or a STOP ON STEADY RED—YIELD ON FLASHING RED AFTER STOP (R10-23a) sign (see Section 2B.59) may be installed facing each major street approach.

09 A W11-2 (Pedestrian), S1-1 (School), or W11-15 (Trail) crossing warning sign with an AHEAD (W16-9P) supplemental plaque may be placed in advance of a pedestrian hybrid beacon. A Warning Beacon may be installed to supplement the W11-2, S1-1, or W11-15 sign.

10 Backplates (see Section 4D.06) may be used with pedestrian hybrid beacons.

Support:

11 Accessible pedestrian signals (see Chapter 4K) where a pedestrian hybrid beacon is used provide information in non-visual formats (such as audible tones and/or speech messages, and vibrating surfaces) so that a pedestrian with vision disabilities can know when to cross the street.

Guidance:

12 If a Warning Beacon supplements a W11-2 sign in advance of a pedestrian hybrid beacon, it should be programmed to flash only when the pedestrian hybrid beacon is not in the dark mode.

Standard:

13 If a Warning Beacon is installed to supplement the W11-2 sign, the design and location of the Warning Beacon shall comply with the provisions of Sections 4S.01 and 4S.03.

14 Bicycle signal faces (see Chapter 4H) shall not be used at a pedestrian hybrid beacon.

Section 4J.03 Operation of Pedestrian Hybrid Beacons

Standard:

01 Pedestrian hybrid beacon indications shall be dark (not illuminated) during periods between actuations.

02 Following an actuation by a pedestrian, a pedestrian hybrid beacon face shall display a flashing CIRCULAR yellow signal indication, followed by a steady CIRCULAR yellow signal indication, followed by both steady CIRCULAR RED signal indications during the pedestrian walk interval, followed by alternating flashing CIRCULAR RED signal indications during the pedestrian change interval (see Figure 4J-3). Upon

termination of the pedestrian change interval, the pedestrian hybrid beacon faces shall revert to a dark (not illuminated) condition.

- 03 Except as provided in Paragraph 4 of this Section, the pedestrian signal heads shall continue to display a steady UPRAISED HAND (symbolizing DONT WALK) signal indication when the pedestrian hybrid beacon faces are either dark or displaying flashing or steady CIRCULAR yellow signal indications. The pedestrian signal heads shall display a WALKING PERSON (symbolizing WALK) signal indication when the pedestrian hybrid beacon faces are displaying steady CIRCULAR RED signal indications. The pedestrian signal heads shall display a flashing UPRAISED HAND (symbolizing DONT WALK) signal indication when the pedestrian hybrid beacon faces are displaying alternating flashing CIRCULAR RED signal indications. Upon termination of the pedestrian change interval, the pedestrian signal heads shall revert to a steady UPRAISED HAND (symbolizing DONT WALK) signal indication.

Option:

- 04 Where the pedestrian hybrid beacon is installed adjacent to a roundabout to facilitate crossings by pedestrians with vision disabilities and an engineering study determines that pedestrians without vision disabilities can be allowed to cross the roadway without actuating the pedestrian hybrid beacon, the pedestrian signal heads may be dark (not illuminated) when the pedestrian hybrid beacon faces are dark.

Guidance:

- 05 *The duration of the flashing yellow interval should be determined by engineering judgment.*
 06 *The duration of the flashing yellow interval should not vary on a cycle-by-cycle basis.*
 07 *If the pedestrian hybrid beacon is coordinated as a part of a signal system, it should remain in the dark condition after a pedestrian actuation has been received until the point in the background cycle when the predetermined duration of the flashing yellow interval needs to be initiated in order to achieve the appropriate coordinated offset.*

Option:

- 08 If a minimum dark time between activations of the pedestrian hybrid beacon has been set on the controller, the pedestrian hybrid beacon may remain in the dark condition after a pedestrian actuation has been received until the minimum dark time has been provided.

Support:

- 09 The minimum dark time is a preprogrammed time set in the controller that provides time between the pedestrian actuation and beginning of the flashing yellow interval. At locations in coordinated signal systems, the dark time can be variable based on when the pedestrian actuation occurs in the coordinated signal timing sequence.

Standard:

- 10 **The duration of the steady yellow change interval shall be determined using engineering practices in accordance with the provisions in Section 4F.17.**

Guidance:

- 11 *A steady yellow change interval should have a minimum duration of 3 seconds and a maximum duration of 6 seconds (see Section 4F.17). The longer intervals should be reserved for use on approaches with higher speeds.*

Option:

- 12 A steady red clearance interval may be used after the steady yellow change interval.
 13 The alternating flashing CIRCULAR RED signal indications may continue to flash for a short period after the pedestrian change interval has terminated to provide a buffer interval for pedestrians.

Guidance:

- 14 *A pedestrian hybrid beacon that is located 200 feet or less from an active grade crossing should be preempted in accordance with the applicable provisions in Sections 4F.19 and 8D.09.*

Standard:

- 15 **If a pedestrian hybrid beacon is placed into a flashing mode by a conflict monitor (malfunction management unit) or by a manual switch, the pedestrian hybrid beacon faces shall display flashing CIRCULAR YELLOW signal indications to each approach of the major street and the pedestrian signal heads shall revert to a dark (not illuminated) condition.**

City of Spokane

Marked Crosswalk Installation Guidelines

January 2012

1.0 BACKGROUND

1.1 Introduction

The City of Spokane has created this document to establish guidelines and warrants for the installation of marked crosswalks. These guidelines can apply to a specific location or a corridor and generally include:

- Vehicular Volumes
- Vehicular Speeds
- Pedestrian Volumes
- Pedestrian Collisions
- Location Characteristics

The City of Spokane *Marked Crosswalk Installation Guidelines* are intended to provide a uniform procedure for considering the installation of marked crosswalks on a case-by-case basis in the City.

If the location or corridor does meet the guidelines for a marked crosswalk, an additional City of Spokane document, *Crosswalk Treatment Guidelines* will be used to evaluate the type of street markings, signs, or other amenities that might be needed to properly identify the marked crossing.

The installation of a marked crosswalk and any additional amenities associated with the marked crosswalk will require funds to not only install it, but to perpetually maintain it. As such, they should not be installed indiscriminately but should meet the guidelines and warrants established.

These guidelines recognize Federal, State, and Local laws and ordinances. A sampling of them are listed below. It should be recognized that by State law, every intersection is a legal crosswalk, whether it is marked or not, unless specifically prohibited.

1.2 Current Laws and Ordinances

The 2009 Manual on Uniform Traffic Control Devices (MUTCD) section 1A.13.44 (a) defines a crosswalk as follows,

- a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the

roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the center line;

Further, the MUTCD states in 3B.18.08,

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

Washington State law, Revised Code of Washington (RCW) 46.61.235 gives the right-of-way to pedestrians or bicycles in a crosswalk (and makes the distinction that a crosswalk can be marked or unmarked):

The operator of an approaching vehicle shall stop and remain stopped to allow a pedestrian or bicycle to cross the roadway within an unmarked or marked crosswalk when the pedestrian or bicycle is upon or within one lane of the half of the roadway upon which the vehicle is traveling or onto which it is turning. For purposes of this section "half of the roadway" means all traffic lanes carrying traffic in one direction of travel, and includes the entire width of a one-way roadway.

Washington State (RCW) 46.04.160 defines a crosswalk as,

"Crosswalk" means the portion of the roadway between the intersection area and a prolongation or connection of the farthest sidewalk line or in the event there are no sidewalks then between the intersection area and a line ten feet therefrom, except as modified by a marked crosswalk.

The City of Spokane Municipal Code 17H.010.210 states the current guidelines for marked crosswalks,

A. Generally, painted crosswalks are installed only at patrolled school crossings and signalized intersections, as approved by the director of streets.

B. Installation of painted crosswalks at other locations requires an engineering study and the approval of the director of streets. The engineering study shall identify locations where there is a substantial conflict between vehicle and pedestrian movements or where pedestrians could not otherwise recognize the proper place to cross.

C. Any new marked crosswalk must be approved by the director of streets prior to construction.

2.0 EVALUATION PROCEDURES AND CONSIDERATIONS

2.1 Evaluation Steps

Evaluation of individual crossing locations for marked crosswalks should include the following steps, which are included in the appendix as Sheet 1, Marked Crosswalk Evaluation Worksheet and Optional Sheet 2, Optional Crossing Location Evaluation Worksheet For Vehicle Back Ups:

Step 1: Location Description

Step 2: Location Data

Step 3: Traffic Data

Step 4: (Optional) Vehicle Queuing

The Marked Crosswalk Evaluation Worksheet is located in the appendix as Sheet 1 and Optional Sheet 2. A detailed discussion of each of these procedures is provided in the following text.

Step 1: Location Description

- Identify the major and minor streets
- Identify which street is being crossed and evaluated for a marked crosswalk.
- Identify if this evaluation is a specific intersection, or part of a corridor evaluation.
- Identify any pedestrian generators in a five (5) block area, such as a school, STA stop, park, or a commercial establishment)

NOTE: This information should be identified on a Location Field Sheet. An example blank sheet is found in the appendix as Sheet 3.

Step 2: Physical Data

- Identify the number of travel lanes being crossed
- Identify the street directional characteristics, such as one way or two way
- Identify any medians, or islands, in the street, and the type (raised, paint, etc.)

- Identify the crossing distance across the street being evaluated
- Identify the nearest existing marked crosswalk
- Identify the safe sight stopping distance to determine if there is sufficient visibility at the proposed marked crosswalk location. See the appendix, [Table 1](#), for a safe sight stopping distance reference table.

NOTE: This information should be identified on a Location Field Sheet. An example blank sheet is found in the appendix as [Sheet 3](#).

Step 3: Traffic Data

- Summarize the pedestrian crossing data on the evaluation sheet. See the appendix, [Sheet 4](#), for the raw data collection sheet for pedestrian crossing data.
- Summarize the vehicular traffic volume data on the evaluation sheet. The raw data sheets for the vehicular traffic volumes should be submitted with the evaluation sheet.
- Summarize the vehicular traffic speed data on the evaluation sheet. The raw data sheets for the vehicular traffic speeds should be submitted with the evaluation sheet.
- Identify the number of pedestrian collisions at the location being evaluated in the last three (3) years.

NOTE: This information should be identified on a Location Field Sheet. An example blank sheet is found in the appendix as [Sheet 3](#).

Step 4: (Optional) Vehicle Queuing

- Due to the potential for vehicular traffic queues to impact safety at proposed marked crosswalk locations, the presence of queues extending from downstream signals or intersections back into the marked crosswalk location should be observed.
- If one or both directional queues reach back to the marked crosswalk location, the number of times per hour that it reaches that location should be noted and the maximum queue length should also be recorded.
- If there is more than one through lane in each direction, it should be noted if the queues reaching back to that location are approximately the same length in each lane, or if there are significant differences in the length of the queues in each lane.

NOTE: This information should be identified on a Location Field Sheet. An example blank sheet is found in the appendix as [Sheet 3](#).

2.2 Evaluation Warrants

The following minimum criteria is to be used by those evaluating whether a marked crosswalk is warranted or not. A marked crosswalk may, or may not, be installed when any of the warrants below are met. A careful review of all the warrant information should be considered before the final decision to install a marked crosswalk is made.

Recognizing the limited availability of resources to install and maintain marked crosswalks, the following minimum's are established to focus on where a marked crosswalk will provide the most benefit.

2.2.1 Minimum Vehicle Volume

Marked crosswalks should generally not be installed at locations where the average ADT is lower than 2,000 on the street being evaluated.

Exceptions may be made at patrolled school crossings where the City of Spokane and the affected School District have agreed to the installation of a marked crosswalk with the appropriate amenities.

2.2.2 Minimum Vehicle Speed

Marked crosswalks should generally not be installed at locations where the average speed is less than five (5) miles an hour over the posted speed limit, or the 85th percentile speed is less than ten (10) miles an hour over the posted speed limit.

2.2.3 Minimum Pedestrian Volume

Marked crosswalks within should generally not be installed at locations where there is not a high concentration of pedestrians. The minimum volume is 30 pedestrians in one hour.

2.2.4 Distance to Nearest Marked Crosswalk

The minimum required distance from an existing marked crosswalk, before another marked crosswalk would be installed, is five (5) blocks. However, this spacing criteria may be waived if the proposed crossing serves a multi-use path or an established patrolled school crossing.

2.2.5 Sight Stopping Distance

Vehicles must be able to recognize pedestrians at a crosswalk and have the ability to stop. Therefore, a minimum sight distance from the crosswalk is established consistent with national engineering standards. See the appendix, [Table 1](#), for a safe sight stopping distance reference table, as taken from the AASHTO design manual.

2.2.6 Pedestrian Collisions

Any pedestrian collision warrants further investigation as to the details of the cause of the collisions and potential remedies. In order to identify locations that should be a priority for marked crosswalks, there should be a minimum of five (5) pedestrians collisions in a three (3) year period, or two (2) in a one year period, at the proposed location for a marked crosswalk.

2.2.7 Vehicle Queue Lengths

A pedestrian crossing of a roadway with two or more lanes in a single direction has the potential for "multiple threat" type accidents. A multiple threat accident is when one lane of traffic stops for a pedestrian and obscures the view of the crossing pedestrian to a motorist in the adjacent travel lane. The result is that a pedestrian can step in front of a vehicle that is approaching too fast to stop.

This condition is exacerbated when there are vehicle queues that back across the pedestrian crossing. If the queue in one lane backs into the crossing and is much longer than the queue in the adjacent lane, a motorist would commonly assume that the stopped traffic in one lane is the result of the queuing (which may usually be the case). Now if a vehicle in one lane stops for a pedestrian, instead of the queue, there is an even greater chance for a multiple threat accident.

Therefore, it is important for the engineer to be aware of the formation of queues to and across the pedestrian crossing from a downstream intersection. It is even more important for the engineer to be aware of routine occurrence of one queue longer than the other across the pedestrian crossing.

When deciding to install a marked crosswalk the engineer should consider if differential vehicle queue lengths is an issue, and if so, can they be mitigated (say by signal timing adjustments at the downstream intersection).

Warrant Matrix

Warrant	Minimum	Field Observed	Met?	Y	N
Vehicular Volumes	2,000 ADT				
Patrolled School Crossing	Agreement in Place				
Average Speed	> 5 mph Over Posted Speed Limit				
85 th Percentile Speed	> 10 mph Over Posted Speed Limit				
Pedestrian Volume	30 per hour				
Closest Marked Crosswalk	2 Blocks				
Pedestrian Collisions	5 in 3 Years				

Pedestrian Collisions	2 in 1 Year		
Vehicle Cue Lengths	Back Up to Proposed Marked Crosswalk		

3.0 FINAL DECISION

The final approval to install a marked crosswalk will be made by the Street Department Director, based upon the evaluation performed and the evaluation warrants, as summarized in the Warrant Matrix.

If the location or corridor does meet the guidelines for a marked crosswalk, an additional City of Spokane document, *Crosswalk Treatment Guidelines* will be used to evaluate the type of street markings, signs, or other amenities that might be needed to properly identify the marked crossing.

If the decision is made to install a marked crosswalk, the City of Spokane will evaluate the marked crosswalk, following the guidelines established in this document, on a three (3) year cycle. If the marked crosswalk fails to meet the warrant criteria established in this document, it will be removed.

APPENDIX

Table 1
Safe Sight Stopping Distance Table

Sheet 1
Marked Crosswalk Evaluation Worksheet

Sheet 2
Optional Crossing Location Evaluation Worksheet For Vehicle Back Ups

Sheet 3
Location Field Sheet

Sheet 4
Field Data Collection Sheet for Pedestrian Counts

Table 1

Safe Sight Stopping Distance Table

Design Speed (mph)	Stopping Sight Distance (ft)
20	115
25	155
30	200
35	250
40	305



May 4, 2026

RE: Support for Strong Road Pedestrian Crossing

Dear Paige,

We are pleased to share that Hayden Homes is committing a total of \$20k toward the construction of a pedestrian crossing at Strong Road. This includes \$5k already contributed toward the engineering and traffic analysis, along with an additional \$15k committed toward construction.

We appreciate your leadership in advancing this important safety improvement and are encouraged by the momentum you are building with the City of Spokane.

This commitment is intended to support the project as it moves through approvals and funding coordination. Upon confirmation that the project is advancing with the City and that remaining funds have been secured; Hayden Homes will fulfill the remaining \$15k construction contribution. This commitment will remain in effect through December 2028.

We value the opportunity to support this effort and look forward to seeing the project move ahead and celebrating its completion.

Sincerely,

Ben McGerty
Vice President of Construction
Hayden Homes
bmcgerty@hayden-homes.com

CROSSWALK AT THE NORTH ENTRANCE OF SKY PRAIRIE PARK

Cycle 15 Transportation Commission — Supporting Information

Prepared by: Paige Blanchard

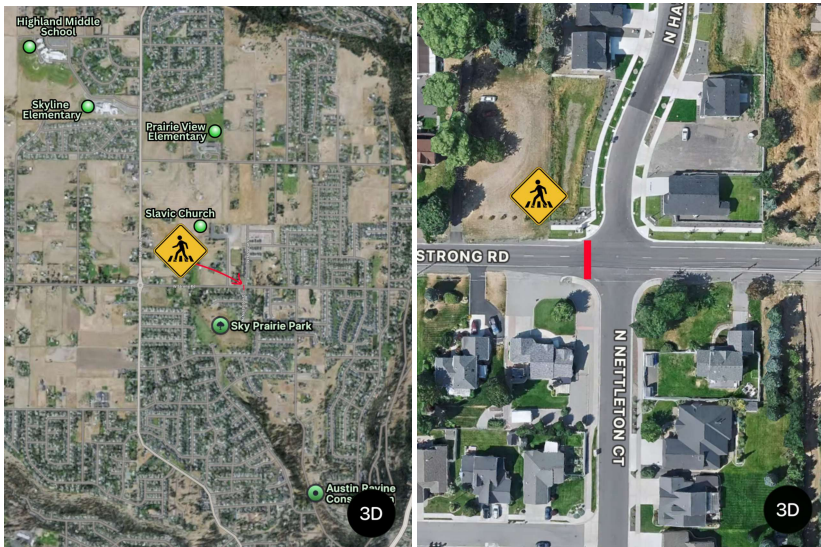
Area: Strong Rd. and Nettleton Ct. Intersection

PROJECT REQUEST

I am requesting that the City of Spokane consider an RRFB pedestrian crosswalk across Strong Road at the north entrance of Sky Prairie Park, on the west side of the Strong Road and Nettleton Court intersection, for **Cycle 15**.

I am also asking the City to determine whether the project may be able to move forward sooner through an available funding or programmatic pathway, given the current private funding commitment from Hayden Homes.

This project has a long-standing history in City planning, and there is now additional technical documentation, private funding, and school transportation support that was not previously available.



WHAT HAS CHANGED?

Although this project has been identified in City planning documents for years, several important things have changed since it was originally proposed:

- **Pedestrian and bicycle activity has increased** with the development of the Forest Grove neighborhood and continued residential growth in the area.
- **A Mead School District bus stop serves students at this intersection**, creating a regular need for students to cross Strong Road.
- **A third-party traffic study, funded by Hayden Homes, has been completed and has provided a warrant letter supporting the project.**
- **Hayden Homes has committed \$15,000 toward the project through a promissory note.**
- **The Mead School District Transportation Director, Tony Davis, has provided a letter of support.**

These developments provide the City with current technical information, documented private funding, and direct transportation stakeholder support as the project is considered for Cycle 15.

PLANNING HISTORY

The original planning documents adopted by the City of Spokane clearly show that a crosswalk near this location has been identified as a pedestrian priority for many years.

Five Mile Prairie Neighborhood Plan for Bicycle and Pedestrian Improvements

The original [Five Mile Prairie – Neighborhood Plan for Bicycle and Pedestrian Improvements](#), adopted by the City of Spokane, identified a crosswalk near the north entrance of Sky Prairie Park as the **4th priority project**.

The original plan proposed the crossing farther west, closer to the Slavic church.

Page 4 – 4th Priority Project

Table 1-1: Capital Improvements for Pedestrian and Bicycle Facilities for Five Mile Prairie Neighborhood

Project Number	Project Type and Street	From	To
1	Sidewalk; Five Mile Road	Lincoln Road	Strong Road
2	Sidewalk; Strong Road	Cedar Road	Five Mile Road
3	Pedestrian Crossing	Strong Road	Five Mile
4	Pedestrian Crossing	Strong Road	Nettleton Road
5	Pedestrian Crossing	Five Mile Road	Lincoln Road
6	Pedestrian Path; Sky View Park	Heath Avenue	Strong Road
7	Shared Pathway; Trinity Avenue	E Street	F Street
8	Shared Pathway; Austin Road	Strong Road	Five Mile Road
9	Shared Pathway; Austin Ravine Conservation Area	Austin Road	North Quamish Drive
10	Shared Pathway; West Stratton Avenue	North Quamish Drive	Stratton Avenue
11	Shared Roadway; Panorama Drive	Strong Road	Cedar Road
12	Shared Pathway; Lincoln Road/Hiwatha Drive	Warren Lane	Hiawatha Road
13	Bike Lane; Strong Road	Five Mile Road	Cedar Road
14	Bike Lane; Lincoln Road	Five Mile Road	Hiawatha Drive
15	Bike Lane; Five Mile Road	Lincoln Road	Strong Road
16	Bike Lane; Johansen Road	Cedar Road	Five Mile
17	Shared Roadway; Cedar Road	Strong Road	Johansen Road
18	Shared Roadway; St. Thomas More Way	Five Mile Road	Quamish Drive
19	Shared Roadway; Kammi Avenue	Alberta Street	Quamish Drive
20	Shared Roadway; Quamish Drive	St. Thomas More Way	Austin Road
21	Shared Roadway; Cascade Way	Five Mile Road	Austin Road

Page 6 – Original Proposed Location



2022 Spokane Citywide Traffic Calming Master Plan

The project was again identified in the City's [2022 Spokane Citywide Traffic Calming Master Plan](#).

On **page 48**, the project is identified as **6e**, and page 49 provides the estimated project cost.

Page 48 – High-Priority Project

Table 52. Five Mile Prairie Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Strong Rd between Nettleton Rd and Five Mile Rd	Sidewalk infill and bicyclist network connectivity	-	Investigated
2	Strong Rd between Elm St and Cedar Rd	Pedestrian crossing safety, primarily school children	-	Investigated
3	Cascade Way	Dedicated bicycle facility	-	Investigated
4	Cascade Way and Austin Rd	Bicycle facility connection from Cascade Way to Austin Rd	-	Investigated – incorporated into Cascade Way bicycle facility
5	Cedar Rd from Strong Rd to Johansen Rd	Bicyclist network connectivity, pedestrian network connectivity	-	Investigated
6a	Strong Rd Corridor	Bicyclist network connectivity	-	Alternate option
6b	Austin Rd Corridor	Bicyclist network connectivity, pedestrian network connectivity	-	Alternate option
6c	Austin Rd and Cedar Rd near St Matthew Lutheran Church	Traffic network connectivity	-	Alternate option
6d	5 Mile Rd to Dell Dr near Cochran St	Pedestrian network connectivity	-	Alternate option
6e	Nettleton Ct and Strong Rd	Pedestrian crossing safety	-	Investigated
6f	Heath Ave and Strong Rd	Pedestrian connection with Heath Ave utilizes bollards – concerned with safety of installation	-	Alternate option

Concept designs and estimates were developed for each concern with a status of "Investigated." A traffic analysis was completed for the Cascade Way from Austin Rd to 5 Mile Rd concern.

Page 49 – Estimated Cost

Spokane Citywide Traffic Calming Master Plan | Summary Report

At the Concept Solutions Workshop on May 18, 2023, Five Mile Prairie residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 53 below.

Table 53. Five Mile Prairie Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Strong Rd between Elm St and Cedar Rd	Marked crossings, ADA upgrades, and signs (FMP2)	\$136,000.00	10
Nettleton Ct and Strong Rd	RRFB and ADA upgrades (FMP6e)	\$170,000.00	8
Cascade Way	Bicycle improvements (FMP3)	\$14,000.00	6
Cedar Rd from Strong Rd to Johansen Rd	Pedestrian and bicycle improvements (FMP5)	\$253,000.00	4
Strong Rd between Nettleton Rd and Five Mile Rd	Shared use path (FMP1)	\$590,000.00	2

The accompanying [District 3 Five Mile Prairie Traffic Calming Document](#) shows that the proposed location shifted east from the original location.

District 3 Five Mile Prairie Traffic Calming Document – Page 7 of 7



The 2022 proposal shows the crossing from the Nettleton Court side of Strong Road toward Hazelnut Street, on the east side of the intersection.

SPOKANE MUNICIPAL CODE

[Spokane Municipal Code 17H.010.210\(B\)](#) states:

“Marked crosswalks shall be installed at every intersection, on all legs accessible to pedestrians, when the street is reconstructed, resurfaced, or when such crosswalks can be funded from grant or programmatic sources. Midblock marked crosswalks may be installed on arterial streets where significant pedestrian traffic generators exist or where pedestrian conditions warrant. Exceptions to this section are allowed when engineering studies determine that a crosswalk proposed for marking does not meet nationally recognized safety standards.”

Given this code language, I am seeking clarification as to why a marked crosswalk was not installed when Strong Road was resurfaced several years ago, particularly given the long-standing identification of this location as a pedestrian priority and its role as a school bus stop.

More importantly, this section raises the question of whether the project can move forward outside of the normal Transportation Commission Project Cycle when funding is available through grant or programmatic sources.

With the new private funding commitment from Hayden Homes and the completed third-party traffic study and warrant letter, I am asking the City to determine whether there is an available funding or programmatic pathway that could allow the project to move forward sooner.

PREFERRED LOCATION UPDATE

Based on current pedestrian patterns, the Mead School District bus stop location, and the newer Forest Grove development, I recommend that the **west side of the Strong Road and Nettleton Court intersection** be evaluated as the preferred crossing location.

This represents a change from the location shown in the [2022 District 3 Five Mile Prairie Traffic Calming Document](#).

Current Proposed Location – 2022



Preferred Location – Based on Current Conditions



The preferred location should be evaluated based on current pedestrian movement, the location of the Mead School District bus stop, and existing transportation conditions, rather than relying solely on the location identified in earlier planning documents.

WHY THIS IS A PRIORITY NOW

Increased Pedestrian and Bicycle Activity

Conditions in this area have changed significantly since the original Five Mile Prairie planning documents were adopted by the City.

Hayden Homes' Forest Grove neighborhood has created new pedestrian and bicycle movement patterns, with residents traveling between the Forest Grove development, Strong Road, and Sky Prairie Park. Additional residential development is also planned nearby.

There is also a **Mead Elementary School bus stop along the southwest portion of the intersection**, with several students crossing the intersection to reach their homes in the newer Hayden Homes development.

A safe, clearly marked crossing would provide students, families, cyclists, and residents with a more direct and protected connection to **Prairie View Elementary, Skyline Elementary, Highland Middle School, and Sky Prairie Park**.

Time-Sensitive Private Funding Opportunity

I am also in contact with Hayden Homes representatives **Deb Flagan and Alissa Wood** regarding this project.

Hayden Homes has confirmed its commitment through a **\$15,000 promissory note** toward the project. Hayden Homes has also funded the third-party traffic study, which has now been completed, and the third-party consultant has provided a **warrant letter supporting the project**.

The Hayden Homes funding commitment is **not an open-ended offer and may not remain available indefinitely**. For that reason, time is of the essence.

I would like to ensure the City has an opportunity to utilize this private funding while it is available and explore whether it can be combined with available City, grant, programmatic, or other funding sources to help move the project forward sooner.

[SMC 17H.010.210\(B\)](#) specifically references crosswalk funding through grant or programmatic sources. I am requesting clarification as to whether this private funding opportunity, in combination with other available resources, could provide a pathway to advance the project outside of the normal Transportation Commission cycle.

WHY THIS PROJECT IS READY FOR CONSIDERATION

This project is supported by several factors that provide the City with a substantially more complete picture than was previously available:

- **Long-standing planning history** — The project has been identified and prioritized in City planning documents.
 - **Current transportation needs** — Residential development has changed pedestrian and bicycle movement patterns in the area.
 - **School transportation connection** — A Mead School District bus stop serves students near the intersection.
 - **Independent technical analysis/Warrant Letter** — A third-party traffic study has been completed with attached Warrant Letter.
 - **Private funding commitment** — Hayden Homes has committed \$15,000 through a promissory note.
 - **School District support** — The Mead School District transportation department head has provided a letter of support.
 - **Potential funding opportunity** — The City may be able to explore combining the private contribution with available City, grant, programmatic, or other funding sources.
-

REQUESTED ACTION

I respectfully ask the City and Transportation Commission to consider the following:

- Review the completed third-party traffic study and warrant letter.
- Review the \$15,000 Hayden Homes promissory note and Mead School District letter of support.
- Determine whether the project can proceed through an available funding or programmatic pathway outside the normal cycle.

- If an earlier pathway is not available, please consider the project for **Cycle 15 as soon as possible, given that the \$15,000 Hayden Homes funding commitment is time-sensitive and may not remain available indefinitely.**

This project has been identified in City planning documents for years, and we now have current technical analysis, a private funding commitment, and school transportation support to help move the project forward. I would especially like to avoid losing a time-sensitive private funding opportunity for a project that has already been identified as a transportation priority.

King, Emily

From: Becky Nickel <beckynickel@live.com>
Sent: Wednesday, September 16, 2026 7:10 PM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Beck Nickel

Sent from my iPhone

King, Emily

From: Tricia Nordhagen <trish2424@gmail.com>
Sent: Wednesday, September 16, 2026 7:22 PM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Trish Nordhagen
Sent from my iPhone

King, Emily

From: MARTIN V Tucker <mktucker6@msn.com>
Sent: Wednesday, September 16, 2026 7:26 PM
To: Transportation Commission
Subject: Strong/Nettleton Ct. crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

Our names are Martin and Kathleen Tucker, and we live in the area of Strong/Nettleton Ct. We have been residents for a long time and have seen tremendous growth since we moved here.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

This is important to me because I live nearby and have seen many children, elderly and families trying to cross this intersection while traffic is going by without stopping for them.

I believe a crosswalk in this area would help all neighborhood residents safely cross Strong Road and access Sky Prairie Park.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,

Martin and Kathleen Tucker

•

King, Emily

From: Angie Foote <stephensa002@gmail.com>
Sent: Wednesday, September 16, 2026 7:27 PM
To: Transportation Commission
Subject: Crosswalk RRFB - intersection of Strong Rd. and Nettleton Ct

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area. My family and I use this crosswalk frequently!

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Thank you,
Angela Foote
509-818-7233

King, Emily

From: Collin - President <forestgrovepresident@gmail.com>
Sent: Wednesday, September 16, 2026 7:28 PM
To: Transportation Commission
Subject: Support for Crosswalk/RRFB on Strong Road

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Collin Hayett. I live in the Forest Grove community and currently serve as the Forest Grove HOA President.

I wanted to reach out to express my support for adding a crosswalk/RRFB across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

As someone who lives in the area and crosses Strong Road to access the park on a daily basis, I have personally had several close calls with vehicles while trying to cross. This has happened more than once, and it has become a real safety concern for me. I am also concerned about children in the neighborhood who may be walking to the park without an adult and would be at even greater risk trying to cross the road without a designated crossing.

With the continued growth of Forest Grove and the surrounding neighborhoods, I believe having a safe and clearly marked way to cross Strong Road is becoming increasingly important.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see that private funding opportunity go unused, especially if it could be combined with other available funding to help make this project possible.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and, if possible, explore whether there is a way to move the project forward sooner while the current funding is available.

Thank you for taking the time to consider this request and for the work you do to improve transportation safety in our community.

Sincerely,

Collin Hayett
Forest Grove HOA President

King, Emily

From: Shanna Pagniano <shannapagni@gmail.com>
Sent: Wednesday, September 16, 2026 7:56 PM
To: Transportation Commission
Cc: Husband
Subject: 📍 Strong/Nettleton Ct. CROSSWALK

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Shanna Pagniano and I live in Forrest Grove, near Strong & Nettleton.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

I walk through this area to the park almost daily. Traffic frequently goes faster than the speed limit, and there is a lot of pedestrian and pet traffic.

I am especially concerned about children & elderly crossing Strong Road to the park and the new housing development will increase pedestrian traffic.

I believe a crosswalk in this area would help to protect students catching the school bus, elderly, families, cyclists, neighborhood residents and visitors safely cross Strong Road.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,
Shanna Pagniano

King, Emily

From: Claire Norton <clarangel8@gmail.com>
Sent: Wednesday, September 16, 2026 8:24 PM
To: Transportation Commission
Subject: Crosswalk request

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Sincerely,
Claire Norton
509-435-3967
Spokane, WA

King, Emily

From: Kelly Naumann <k.g.9@hotmail.com>
Sent: Wednesday, September 16, 2026 8:25 PM
To: Transportation Commission
Subject: Strong road crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Kelly Naumann
5 mile resident

King, Emily

From: VicePres <forestgrovevp@gmail.com>
Sent: Wednesday, September 16, 2026 8:32 PM
To: Transportation Commission
Subject: Support for Crosswalk/RRFB on Strong Road at Hazelnut/Nettleton on Five Mile Prairie

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My name is Mike Risso, and I am a Forest Grove resident, a member of the Forest Grove HOA, and the HOA Vice President.

I am writing to express my strong support for adding a crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) across Strong Road at Nettleton Court (near the north entrance to Sky Prairie Park).

As a resident of the area, I frequently walk my three grandchildren to Sky Prairie Park. I also walk my grandson to the Mead school bus stop at the corner of Strong Road and Nettleton Court nearly every day. Because of this, I have firsthand concerns about the safety of pedestrians trying to cross Strong Road at this location.

With the continued growth of Forest Grove and the surrounding neighborhoods, I believe providing a safe, designated crossing on Strong Road is becoming an increasingly important need. I have personally witnessed children attempting to cross the road and running to get across before an approaching vehicle reaches them. These situations are concerning and underscore the need for a safer crossing option.

I also understand that Hayden Homes has committed \$15,000 toward this project and has funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see this private funding opportunity go unused, particularly if it can be combined with other available funding to make the project possible in the near term.

I respectfully ask the Transportation Commission to consider this crosswalk/RRFB for Cycle 15 and to explore whether there is an opportunity to move the project forward sooner while this funding is available.

Thank you for your time and consideration. I appreciate your work to help make our community safer for pedestrians, children, and families.

Sincerely,

Mike Risso
Forest Grove Resident
Forest Grove HOA Vice President

King, Emily

From: Leslie Minson <leslie.minson7@gmail.com>
Sent: Wednesday, September 16, 2026 8:39 PM
To: Transportation Commission
Subject: Support for RRFB Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Leslie, and I live in the Castlebrook neighborhood. I am writing to express my support for an RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

We have two young children and another baby on the way, and our family is often out walking, biking, and scootering around the neighborhood. As our family grows, I'll soon be pushing a baby in a stroller while our older kids ride their scooters, so having a safe and clearly marked way to cross Strong Road would give us much more peace of mind when heading to Sky Prairie Park.

We love having the park nearby and want our kids to be able to enjoy it and be active in our neighborhood while keeping safety a priority.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our growing community.

Sincerely,

Leslie Minson
Castlebrook Resident

King, Emily

From: Devin Minson <minson.devin@gmail.com>
Sent: Wednesday, September 16, 2026 8:40 PM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Devin, and I live in the **Castlebrook neighborhood**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

We have two young children and another baby on the way, and our family is often out walking, biking, and scootering around the neighborhood. As our family grows, I'll soon be pushing a baby in a stroller while our older kids ride their scooters, so having a safe and clearly marked way to cross Strong Road would give us much more peace of mind when heading to Sky Prairie Park.

We love having the park nearby and want our kids to be able to enjoy it and be active in our neighborhood while keeping safety a priority.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our growing community.

Sincerely,

Devin Minson

Castlebrook Resident

King, Emily

From: mίranda cαrlson <cmsscarrlson@gmail.com>
Sent: Wednesday, September 16, 2026 8:40 PM
To: Transportation Commission
Subject: Five mile

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Miranda Carlson

King, Emily

From: Chelsea Winterholler <chelseaawinterholler@gmail.com>
Sent: Wednesday, September 16, 2026 8:47 PM
To: Transportation Commission
Subject: Support of RRFB crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Chelsea Winterholler, and I am writing to express my support for an **RRFB crosswalk near the north entrance of Sky Prairie Park and Nettleton Court.**

My boys run cross country for Mead, so they are spending much more time running and exercising outside around our neighborhood. As a parent, I want to have peace of mind knowing they can safely get around the area without having to worry as much about crossing Strong Road.

Our family also loves using Sky Prairie Park, and it has become a place where many of the neighborhood kids spend time together. Having a safe, clearly marked crossing would make it much easier for kids and families to get to the park safely and independently.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of the children and families who use this area.

Sincerely,

Chelsea Winterholler

King, Emily

From: Jenna Osburn <trevjenosburn@gmail.com>
Sent: Wednesday, September 16, 2026 8:51 PM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Jenna Osburn, and I live in the Forest Grove neighborhood. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.**

I have young children, and we spend a lot of time outside walking, biking, and enjoying the park. As our kids become more independent and want to explore the neighborhood with friends, having a safe and clearly marked way to cross Strong Road would give me much more peace of mind.

Forest Grove and the surrounding area continue to grow, and I think this is an important time to improve pedestrian safety. I would love for our kids to be able to enjoy Sky Prairie Park and the surrounding neighborhood without having to worry as much about crossing a busy road.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering the safety of our families and community.

Sincerely,

Jenna Osburn
Forest Grove Resident

Sent from my iPhone

King, Emily

From: Kirsteen Winn <winn.kirsteen@gmail.com>
Sent: Wednesday, September 16, 2026 8:52 PM
To: Transportation Commission
Subject: 5 Mile Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Kirsteen Winn
Sent from my iPhone

King, Emily

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Wednesday, September 16, 2026 8:55 PM
To: Transportation Commission; Snyder, Jon; White, Nicole
Cc: Wilkerson, Betsy; Hamlin, Heather; Dillon, Paul; Telis, Kate; Cathcart, Michael; Zappone, Zack; Dixit, Sarah; Klitzke, Kitty; Marilyn; Sally; Carol Landa-McVicker; Birge, Pollyanne
Subject: Comment on Cycle 15 Traffic Calming Workshop Transportation Commission 9/17/2026

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Jon Snyder and Transportation Commissioners

My work schedule conflicts with this meeting so I am unable to attend the meeting.

Pedestrian and traffic safety are very important to our council and our residents.

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

Ray, 21st to 23rd - Widen Sidewalk (crossing funded in previous cycle)

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location

Ray Street is a four-lane roadway with no center median area or on-street parking. Our neighborhood residents have to walk on a **very narrow** sidewalk directly adjacent to a street with significant speeding concerns. A 2022 daily traffic count and speed data on Ray/27th, just four blocks from 23rd, was estimated at 22,770 vehicles, with an estimated speed at 40 miles per hour (10 miles per hour over the 30 mile per hour speed limit). (DOWL Analysis).

The Lincoln Heights Neighborhood Council placed a mobile speed feedback sign at Ray/21st this year. Speeding and pedestrian safety is a consistent issue in the neighborhood. The Ray Street Corridor was a top traffic concern at the 2024 Traffic Calming Workshop. A PHB will be installed at Ray/23rd or Ray/24 in Cycle 14. A widened sidewalk will reinforce the safety.

There is an elementary school at 23rd/Ray. There is a neighborhood park, with a splash pad and basketball courts, at 27th/Ray. There is also a combined sewer overflow (CSO) open space at 21st/Ray. We have children and adults walking on an unsafe corridor.

Widening the sidewalks on Ray Street between 21st and 23rd was a DOWL solution in the 2024 workshop.

I was walking further north on Ray Street a while ago and a big metal wrench flew out from a speeding truck and thankfully missed me. The sidewalks are so narrow and sometimes closed off by residential fences and retaining walls. An accidental jump into traffic could be deadly.

Our residents and their children need a safe sidewalk. It is **not** safe to walk so close to speeding traffic.

Please support and fund this candidate project location.

Southeast, 25th to 29th

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location.

There are only two points of ingress/egress for over 700 residents at Rockwood Retirement, SE Blvd/25th and Ray/23rd. The ingress/egress at 25th/SE Blvd is a major concern for the residents.

The Lincoln Heights Neighborhood Council has received numerous complaints about the speed of the traffic on SE Blvd, the necessity of lane striping, and dangerous turns into and out of 25th to SE Blvd. 25th/SE Blvd also has an extremely long crosswalk which affects the safety of our bicyclists and pedestrians.

A mobile speed feedback sign was placed on SE Blvd and E 25th capturing northbound traffic from 8/25/26 to 9/5/25. Although the statistics are not considered 100 percent accurate it does 100 percent support a history of traffic concerns at this location.

This site was also also a top concern at the 2024 Traffic Calming Workshop.

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

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

Please support and fund this candidate project location.

Ray at 27th

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location.

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

A safe crossing at 27th/Ray will provide a safe connection to our neighborhood park and our district center shopping for our residents and their children on the east side of Ray Street. It will also provide a safe crossing for Bethany Village, a 22 unit affordable family housing project being constructed at 27th/Ray, for approximately 60-80 low-income residents. Half of the units will serve the homeless, including refugees.

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

A 'no left turn' westbound on 27th/Ray was a priority traffic concern at our 2022 traffic calming workshop, thus supporting that this location has a history of traffic concerns.

The Ray Street Corridor was a top traffic concern at the 2024 Traffic Calming Workshop. A PHB will be installed at Ray/23rd or Ray/24 in Cycle 14.

Please support and fund this candidate project location.

Thornton Murphy Park, Park Shared Use Path, Fiske to 23rd, 23rd to 27th

The Lincoln Heights Neighborhood Council has supported this path for many years. It will provide a safe path for bicyclists to travel to and from our neighborhood to East Central neighborhood. The shared use path would also connect to our neighborhood greenway on Fiske from 27th to 35th.

The shared use path will finally connect the Southgate, Lincoln Heights and East Central neighborhoods.

Please support and fund this candidate project location.

Thank you!

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

Please send an email confirmation.

King, Emily

From: Sarah Jordan <sarahrisso@gmail.com>
Sent: Wednesday, September 16, 2026 8:59 PM
To: Transportation Commission
Subject: Crosswalk Addition on Five Mile

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Sarah Jordan, and I live in the Forest Grove community and am a member of the Forest Grove HOA.

I wanted to reach out to share my support for adding a crosswalk/RRFB across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

As someone who lives in this area, I frequently cross Strong Road with my three young children (ages 1, 3, and 5) to access Sky Prairie Park as well as to drop my eldest off at the school bus stop for Prairie View Elementary School. I have had countless concerning encounters at this crossing and know that we need a safer crossing option for our kids and other families in the area.

With the continued growth in Forest Grove and the surrounding neighborhoods, I think having a safe place to cross Strong Road is becoming increasingly important.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see this private funding opportunity go unused, especially if it can be combined with other available funding to help make the project happen.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for taking the time to consider this request.

Sincerely,

Sarah Jordan and my children
Forest Grove Resident

King, Emily

From: Garen Blanchard <garen.blanchard.pa@gmail.com>
Sent: Wednesday, September 16, 2026 9:01 PM
To: Transportation Commission
Subject: Crosswalk sky prairie park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Garen Blanchard , and I live on **Johanssen Street**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

My family is very active and we spend a lot of time walking and biking around our neighborhood. My kids are getting older and are now starting to cross streets and get around the neighborhood more independently. They also have several friends and some cousins who live on the south end of the park, so they frequently cross Strong Road in this area.

Having an RRFB crosswalk would give me much more peace of mind knowing that my kids have a clearly marked and highly visible place to cross, especially as they become more independent.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see that funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding is available.

Thank you for considering the safety of the children and families who live and spend time in this area.

Sincerely,

Garen Blanchard
Johanssen Street Resident

Sent from my iPhone

King, Emily

From: Michelle Risso <michelledrisso@gmail.com>
Sent: Wednesday, September 16, 2026 9:04 PM
To: Transportation Commission
Subject: Crosswalk near Sky Prairie Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is **Michelle Risso**, and I live in the **Forest Grove community** and am a member of the Forest Grove HOA.

I wanted to reach out to share my support for adding a **crosswalk/RRFB across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

As someone who lives in this area, I walk with my grandchildren across Strong Rd. to the school bus stop and to play at Sky Prairie Park.

With the continued growth in Forest Grove and the surrounding neighborhoods, I think having a safe place to cross Strong Road is becoming highly important.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused, especially if it can be combined with other available funding to help make the project happen.

I respectfully ask the Transportation Commission to **consider this crosswalk for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for taking the time to consider this request.

Sincerely,

Michelle Risso

Forest Grove Resident / HOA Member

transportationcommission@spokanecity.org

Sent from my iPhone

King, Emily

From: anyayurkin@gmail.com
Sent: Wednesday, September 16, 2026 9:25 PM
To: Transportation Commission
Subject: Public comment for Sept 17th Transportation Commission Meeting

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Anna Bennett, and I live along **Strong Road**. I am writing to express my support for an **RRFB crosswalk at Strong rd. and Nettleton Ct. intersection.**

Living along Strong Road, I see firsthand how quickly traffic moves through this area. I also have three children that get on the school bus at this intersection, so having a clearly marked and highly visible crossing would give me greater peace of mind about my child's safety.

With pedestrians, cyclists, families, and children regularly using this area, I believe an RRFB would provide an important additional layer of safety and make crossing Strong Road more comfortable for everyone.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of everyone who lives, walks, bikes, and travels along Strong Road.

Sincerely,

Anna Bennett

Strong Road Resident

King, Emily

From: Cheri Loveland <cheriloveland@gmail.com>
Sent: Wednesday, September 16, 2026 9:29 PM
To: Transportation Commission
Subject: Crosswalk on the Prairie

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Cheri Loveland and I live in the Five Mile Heights neighborhood.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

This is important to my husband and I because we walk our dog 3 times a day for a total of 7-8 miles and walking can be dangerous trying to cross Strong Rd.

I believe a crosswalk in this area would help families, elderly walkers and all neighborhood residents safely cross Strong Road and access Sky Prairie Park and connect the neighborhoods.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,

Cheri Loveland
2114 W Kammi

King, Emily

From: Real Great Real Estate <realgreatrealestate@gmail.com>
Sent: Wednesday, September 16, 2026 9:38 PM
To: Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Nick, and I am a resident of the Five Mile area. I am writing to express my support for an RRFB (flashing-light) crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

I believe this would be an important safety improvement for our growing community. More families, pedestrians, and cyclists are using the area, and a clearly marked and highly visible crossing would make it safer and easier for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Real Great Real Estate LLC
Five Mile Area Business

King, Emily

From: Jessica DeGroat <degroatfamily@gmail.com>
Sent: Wednesday, September 16, 2026 9:40 PM
To: Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Jessica, and I am a resident of the Five Mile area. I am writing to express my support for an RRFB (flashing-light) crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

I believe this would be an important safety improvement for our growing community. More families, pedestrians, and cyclists are using the area, and a clearly marked and highly visible crossing would make it safer and easier for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Jessica DeGroat
Five Mile Area Resident

Have a beautiful day! ~Jessica

King, Emily

From: Good Deals <grrreatdeals@gmail.com>
Sent: Wednesday, September 16, 2026 9:41 PM
To: Transportation Commission
Subject: Cross Walk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I am a resident of the Five Mile area. I am writing to express my support for an RRFB (flashing-light) crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court. I believe this would be an important safety improvement for our growing community. More families, pedestrians, and cyclists are using the area, and a clearly marked and highly visible crossing would make it safer and easier for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely

A Concerned Five Mile Area Resident

King, Emily

From: Reme Bruesch <reme_b@ymail.com>
Sent: Wednesday, September 16, 2026 9:42 PM
To: Transportation Commission
Subject: Crosswalk Five Mile @ Strong & Nettleton

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Reme King

[Yahoo Mail: Search, Organize, Conquer](#)

King, Emily

From: Katie Blanchard <gmkeblanchard@gmail.com>
Sent: Wednesday, September 16, 2026 9:53 PM
To: Transportation Commission
Subject: Strong Rd crosswalk please!

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is **Katie**, and I live on **Johanssen Road**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

My family is very active and we spend a lot of time walking and biking around our neighborhood. We have five kids ages 6-16 whose friends live all over Five Mile Prairie, including several friends who live around Sky Prairie Park and cousins who live on Hazelnut so they frequently cross Strong Road in this area as do many of their classmates and friends to get to or through the park.

Having an RRFB crosswalk would give me much more peace of mind knowing that my kids and their friends have a clearly marked and highly visible place to cross as they're growing more independent coming and going between neighborhoods.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see that funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding is available.

Thank you for considering the safety of the children and families who live and spend time in this area.

Sincerely,

Katie Blanchard
Johanssen Road Resident

King, Emily

From: Alicia Draper <aliciadraper11@gmail.com>
Sent: Wednesday, September 16, 2026 9:55 PM
To: Transportation Commission
Subject: Cross Walk to Sky Prairie Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I live on Five Mile Prairie and am writing to express my support for an **RRFB (flashing-light) crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.**

I support this project because with more traffic on five mile, it makes it less safe for our children to cross as they walk to the park. Sky Prairie is such an asset to our community and we frequently visit. It is important to keep pedestrians and bicyclists safe as they travel to and from the park.

I believe having a clearly marked and highly visible crossing would improve safety for us all and make it easier for people to safely access Sky Prairie Park and the surrounding neighborhoods.

I also understand that Hayden Homes has committed **\$15,000 toward the project** and funded a **\$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering my support and the safety of our community.

Sincerely,
Alicia Draper
Five Mile Resident at Jesse's Bluff

King, Emily

From: Kailey G <kgastad1223@gmail.com>
Sent: Wednesday, September 16, 2026 10:07 PM
To: Transportation Commission
Subject: Crosswalk Support - Strong Rd. And Nettleton Ct.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area. I also personally use this path on walks with my dogs frequently, and it would greatly improve the safety for us when we are crossing Strong Rd.

I understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for considering my community with this safety improvement.

All the best,
Kailey Gaustad

King, Emily

From: Amber Philips <amber.philips@gmail.com>
Sent: Wednesday, September 16, 2026 10:13 PM
To: Transportation Commission
Subject: Strong Road crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Amber Philips, and I live on the **north end of Five Mile Prairie**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

I support any safety improvements on the prairie. I was nearly hit by a car the other day while crossing 5 Mile Road. My friend's son was run over by a truck while biking on Johannsen, and another neighbor boy was hit by a car while biking there on the way to Prairie View Elementary. There's a lot we can do to improve road design to protect pedestrians and bikers, especially children.

My children like going to the park. Having a clearly marked, highly visible crossing would give them a safer way to cross Strong Road as they become more independent.

With continued growth and activity in the area, I believe this is an important safety improvement for families throughout Five Mile Prairie.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our community.

Sincerely,

Amber Philips
Five Mile Prairie Resident

King, Emily

From: Melissa Jones <melissaj2768@icloud.com>
Sent: Wednesday, September 16, 2026 10:17 PM
To: Transportation Commission
Subject: Strong Road Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good evening,

We live in the Forest Grove community and are members of the Forest Grove HOA.

We wanted to reach out to share our support for adding a crosswalk/RRFB across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

With the continued growth in Forest Grove and the surrounding neighborhoods, we think having a safe place to cross Strong Road is becoming increasingly essential. We walk our dogs daily from our neighborhood to the park across the street and see the high value in adding a crosswalk, not only for residents like us, but especially for the children that cross that very busy street daily to catch the school bus or go to the park.

We also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study, which has now been completed. We would hate to see this private funding opportunity go unused, especially if it can be combined with other available funding to help make the project happen.

We respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for taking the time to consider this request.

Sincerely,

**Rick & Melissa Jones
Forest Grove Residents/HOA Members**

King, Emily

From: Dani Judd <dlajudd@gmail.com>
Sent: Thursday, September 17, 2026 12:06 AM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Please consider adding a crosswalk on Five Mile Prarie at the intersection of Nettleton and Strong heading in to Sky Prarie park. This is a big area for children and they need a safe space to cross to get to the playground.

Thank you,

Dani Judd

Five Mile resident

King, Emily

From: Sandie Rathbun <sandierathbun1@gmail.com>
Sent: Thursday, September 17, 2026 6:26 AM
To: Transportation Commission
Subject: Five Mile Prairie RRFB Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Transportation Commission Team,

My name is Sandra Rathbun, and I am a resident of the Five Mile area. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.**

I believe this would be a valuable safety improvement for our growing community. There is increasing pedestrian and bicycle activity in the area, and a clearly marked, highly visible crossing would make it safer for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this project possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Sandra C Rathbun
Five Mile Area Resident

King, Emily

From: britton.ballard3466@gmail.com
Sent: Thursday, September 17, 2026 6:47 AM
To: Transportation Commission
Subject: Crosswalk from sky prairie park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area. This intersection goes directly to a park so there is heavy foot traffic of children. I being a parent of a toddler push him in a stroller there daily and no one stops as they speed by while waiting to safely cross. Lots of children are not as patient and it is only a matter of time before a child is hit by a car due to not having a crosswalk into the park as almost every other park in the city has.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Sent from my iPhone

King, Emily

From: Brandon G <mrclubjrb@gmail.com>
Sent: Thursday, September 17, 2026 6:52 AM
To: Transportation Commission
Subject: Strong Rd. and Nettleton CT. Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Brandon Grosshuesch

King, Emily

From: Heather Morgan <hejmorgan@yahoo.com>
Sent: Thursday, September 17, 2026 7:01 AM
To: Transportation Commission
Subject: Crosswalk Support: Strong Rd & Nettleton

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Commission,

As a Five Mile city resident, I am writing to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

Strong Road is a main arterial up here on 5 Mile. Many people cross Strong in this area to go to Sky Prairie Park or go to school. Having a crosswalk with a hawk light will improve residential life in this area.

I recommend this intersection because I have heard that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. The City needs to find a way to seize this opportunity and move this project forward with this outside funding.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Sincerely,
Heather Morgan
2808 W Ezra Ln.

King, Emily

From: Carol Landa-McVicker <cj_99224@yahoo.com>
Sent: Thursday, September 17, 2026 8:17 AM
To: carol_tomsic@yahoo.com; Transportation Commission; Snyder, Jon; White, Nicole
Cc: Wilkerson, Betsy; Hamlin, Heather; Dillon, Paul; Telis, Kate; Cathcart, Michael; Zappone, Zack; Dixit, Sarah; Klitzke, Kitty; Marilyn; Sally; Birge, Pollyanne
Subject: Re: Comment on Cycle 15 Traffic Calming Workshop Transportation Commission 9/17/2026

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you, Carol. Good summaries of our neighborhood concerns.

[Yahoo Mail: Search, Organize, Conquer](#)

On Wed, Sep 16, 2026 at 8:55 PM, Carol Tomsic
<carol_tomsic@yahoo.com> wrote:

Hello Jon Snyder and Transportation Commissioners

My work schedule conflicts with this meeting so I am unable to attend the meeting.

Pedestrian and traffic safety are very important to our council and our residents.

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

Ray, 21st to 23rd - Widen Sidewalk (crossing funded in previous cycle)

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location

Ray Street is a four-lane roadway with no center median area or on-street parking. Our neighborhood residents have to walk on a **very narrow** sidewalk directly adjacent to a street with significant speeding concerns. A 2022 daily traffic count and speed data on Ray/27th, just four blocks from 23rd, was estimated at 22,770 vehicles, with an estimated speed at 40 miles per hour (10 miles per hour over the 30 mile per hour speed limit). (DOWL Analysis).

The Lincoln Heights Neighborhood Council placed a mobile speed feedback sign at Ray/21st this year. Speeding and pedestrian safety is a consistent issue in the neighborhood. The Ray Street Corridor was a top traffic concern at the 2024 Traffic Calming Workshop. A PHB will be installed at Ray/23rd or Ray/24 in Cycle 14. A widened sidewalk will reinforce the safety.

There is an elementary school at 23rd/Ray. There is a neighborhood park, with a splash pad and basketball courts, at 27th/Ray. There is also a combined sewer overflow (CSO) open space at 21st/Ray. We have children and adults walking on an unsafe corridor.

Widening the sidewalks on Ray Street between 21st and 23rd was a DOWL solution in the 2024 workshop.

I was walking further north on Ray Street a while ago and a big metal wrench flew out from a speeding truck and thankfully missed me. The sidewalks are so narrow and sometimes closed off by residential fences and retaining walls. An accidental jump into traffic could be deadly.

Our residents and their children need a safe sidewalk. It is **not** safe to walk so close to speeding traffic.

Please support and fund this candidate project location.

Southeast, 25th to 29th

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location.

There are only two points of ingress/egress for over 700 residents at Rockwood Retirement, SE Blvd/25th and Ray/23rd. The ingress/egress at 25th/SE Blvd is a major concern for the residents.

The Lincoln Heights Neighborhood Council has received numerous complaints about the speed of the traffic on SE Blvd, the necessity of lane striping, and dangerous turns into and out of 25th to SE Blvd. 25th/SE Blvd also has an extremely long crosswalk which affects the safety of our bicyclists and pedestrians.

A mobile speed feedback sign was placed on SE Blvd and E 25th capturing northbound traffic from 8/25/26 to 9/5/25. Although the statistics are not considered 100 percent accurate it does 100 percent support a history of traffic concerns at this location.

This site was also also a top concern at the 2024 Traffic Calming Workshop.

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

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

Please support and fund this candidate project location.

Ray at 27th

The Lincoln Heights Neighborhood Council passed a resolution on 3/15/26 in support of this candidate project location.

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

A safe crossing at 27th/Ray will provide a safe connection to our neighborhood park and our district center shopping for our residents and their children on the east side of Ray Street. It will also provide a safe crossing for Bethany Village, a 22 unit affordable family housing project being constructed at 27th/Ray, for approximately 60-80 low-income residents. Half of the units will serve the homeless, including refugees.

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

A 'no left turn' westbound on 27th/Ray was a priority traffic concern at our 2022 traffic calming workshop, thus supporting that this location has a history of traffic concerns.

The Ray Street Corridor was a top traffic concern at the 2024 Traffic Calming Workshop. A PHB will be installed at Ray/23rd or Ray/24 in Cycle 14.

Please support and fund this candidate project location.

Thornton Murphy Park, Park Shared Use Path, Fiske to 23rd, 23rd to 27th

The Lincoln Heights Neighborhood Council has supported this path for many years. It will provide a safe path for bicyclists to travel to and from our neighborhood to East Central neighborhood. The shared use path would also connect to our neighborhood greenway on Fiske from 27th to 35th.

The shared use path will finally connect the Southgate, Lincoln Heights and East Central neighborhoods.

Please support and fund this candidate project location.

Thank you!

Carol Tomsic
Chair, Lincoln Heights Neighborhood Council

Please send an email confirmation.

King, Emily

From: Mike Biel <mwb11@ymail.com>
Sent: Thursday, September 17, 2026 8:18 AM
To: Transportation Commission
Subject: Crosswalk Install Strong Rd & Nettleton Ct

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for installing a crosswalk/RRFB at the intersection of Strong Road and Nettleton Court.

As the area continues to grow, providing a safe, designated crossing for pedestrians and cyclists would be a valuable improvement for our neighborhood, particularly for students and families who use this area. It would also benefit residents and families who need to cross Strong Road to access the nearby park, providing a safer and more predictable route for walking and recreation.

This is also a personal safety concern for my family. My son uses this corner for bus pickup when attending Prairie View Elementary, and when we attempt to cross Strong Road, we find that very few vehicles stop or yield for pedestrians. Having a clearly designated crossing would provide a much safer and more predictable way for students and families to cross the road.

I understand that Hayden Homes has committed \$15,000 toward the project and has also funded a \$5,000 traffic study, with additional support from the Mead School District. Given the private funding already available, I believe this presents a meaningful opportunity for the City to advance an important safety improvement while those resources are available.

I respectfully ask the Transportation Commission to consider including this project in Cycle 15 and to explore whether it can be moved forward sooner while the committed funding remains available.

Thank you for your time, for listening to the community, and for considering this important safety improvement.

Sincerely,

Mike Biel

King, Emily

From: Marianne von Bracht <mariannecolleen@gmail.com>
Sent: Thursday, September 17, 2026 8:37 AM
To: Transportation Commission
Subject: Five Mile Prairie Crosswalk at Sky Prairie Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Marianne von Bracht and I live on the **north end of Five Mile Prairie**. I am writing to express my strong support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

Two adolescents in my small town community in Okemos, Michigan were killed last week by a car while they were riding bikes. This is incredibly devastating for the community and for their family and friends. The grief will be felt by many for decades. I hope that increased safety on the prairie could prevent this kind of tragedy from happening in our own community. Let's not wait to create safety measures retroactively with regret. Let's work proactively and responsibly to prevent such loss and heartbreak.

The need for lights at this specific crosswalk is especially apparent at sunrise and sunset when drivers on this westbound and eastbound road have the sun directly in their eyes, obstructing their vision. With the early sunsets throughout the winter, and the continue use of the park by many through all seasons of the year, a crosswalk at this location would incontestably add to the safety of the community.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I hope this private funding opportunity would not go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our community.

Sincerely,

Marianne von Bracht
Five Mile Prairie Resident

King, Emily

From: Lance von Bracht <lancevonb@gmail.com>
Sent: Thursday, September 17, 2026 9:28 AM
To: Transportation Commission
Subject: Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is **Lance von Bracht**, and I live on the **north end of Five Mile Prairie**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

My family and I are very active and frequently walk, bike, and spend time at Sky Prairie Park. Having a safe and clearly marked way to cross Strong Road would make it much easier for us and other families in the area to access the park without having to worry as much about traffic.

With the continued growth in Five Mile, I think improving pedestrian safety in this area is becoming increasingly important.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our community.

Sincerely,

Lance von Bracht
Five Mile Prairie Resident

King, Emily

From: Cindy Tapia <cindytapia718@gmail.com>
Sent: Thursday, September 17, 2026 9:40 AM
To: Transportation Commission
Subject: Strong/Nettleton Ct. Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Cindy Tapia and I live in the Forest Grove neighborhood of Five Mile Prairie.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

This is important to me and the community because I live nearby and I have concerns about students and pedestrians crossing Strong Road.

i believe a crosswalk in this area would help families, students, pedestrians, cyclists, and neighborhood residents safely cross Strong Road and access the park.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,

Cindy Tapia

cindytapia718@gmail.com

509-307-0161

Spokane, WA

King, Emily

From: Gwen Young <gjby3@aol.com>
Sent: Thursday, September 17, 2026 10:12 AM
To: Transportation Commission
Subject: Crosswalk on Strong

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

It is a safety issue. Let's not wait for a serious accident!

Gwen Young-Forest Grove

Sent from my iPhone

King, Emily

From: Nate Bartlett <nate.bartlett@mead354.org>
Sent: Thursday, September 17, 2026 10:25 AM
To: Transportation Commission
Subject: Crosswalks on 5 mile

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning,

I am writing to support the safety of school aged students and the broader 5 Mile community to request a crosswalk at the intersection of Strong Road and Nettleton Court/Hazelnut Street, near the north entrance of Sky Prairie Park.

The 5 Mile area has grown quickly in population over the past several years, and our roadway infrastructure hasn't always kept pace with that growth. This intersection is a clear example: it sees regular foot traffic from school-aged children and community members heading to and from the park, yet there is currently no lit/flashing crosswalk to help them cross safely.

This is not an isolated concern. At least three other crossings along 5 Mile Road would similarly benefit from flashing pedestrian lights to improve visibility and safety:

- 5 Mile Road near Johannsen Road, just West of Prairie View Elementary
- 5 Mile Road and Bob Olsen Lane, near Skyline Elementary
- 5 Mile Road and Hawthorne Road, just east of Highland Middle School

Thank you for your time and attention to this important safety issue. I can be reached at 509-867-2010 to discuss ideas to work together to get lit/flashing crosswalks installed in the locations mentioned.

Sincerely,

Nate Bartlett
Principal - Highland Middle School

King, Emily

From: Melody Erickson <melodyerickson4@gmail.com>
Sent: Thursday, September 17, 2026 10:44 AM
To: Transportation Commission
Subject: Strong Road Crosswalk support

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Melody Erickson, and I live on the 5-Mile Prairie.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

This is important to me because we live in the area and my son loves going to Sky Prairie Park whenever we can. Also, I share safety concerns with my neighbors for the wellbeing of other children and students crossing the road at that intersection.

I believe a crosswalk in this area would help everyone in the area. Families, students, pedestrians, cyclists, neighborhood residents wanting to safely cross Strong Road and access the park, paths and nearby schools.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,

Melody Erickson

King, Emily

From: Carol Floren <cfloren3407@outlook.com>
Sent: Thursday, September 17, 2026 10:45 AM
To: Transportation Commission
Subject: Crosswalk at north entrance of Sky Prairie Park

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is Carol Floren, and I live in Five Mile Prairie.

I am writing to express my support for a crosswalk/RRFB at Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.

This is important to me because my grandchildren use the park along with so many others. It is imperative for the safety of all, whether walking or biking, to have the safety of a crosswalk at the north entrance of Sky Prairie Park at Strong and Nettleton.

I also understand that Hayden Homes has committed \$15,000 toward the project and has funded a third-party traffic study. I would hate to see this private funding opportunity go unused, and I hope the City will explore ways to combine these funds with other available funding to help make the project a reality.

With the continued growth and development in this area, I believe this is an important time to address pedestrian safety and connectivity.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and explore opportunities to move it forward sooner if funding is available.

Thank you for considering my public comment and the needs of our community.

Sincerely,

Carol Floren

King, Emily

From: Paige Bunderson <paigebunderson@gmail.com>
Sent: Thursday, September 17, 2026 10:46 AM
To: Transportation Commission
Subject: Public comment forwarded from Candice Mumm

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

Please add this to the public comments in support of a cross walk at strong and Nettleton ct intersection. Candice gave me permission to forward this email to you.

I would like to note we do have support from the five mile neighborhood council, since I have been attending and updating them each meeting.

----- Forwarded message -----

From: **Candace Mumm** <candacemumm@aol.com>
Date: Wed, Sep 16, 2026 at 11:13 PM
Subject: Re: Public comment for Sept 17th Transportation Commission Meeting-Paige Blanchard
To: Paige Bunderson <paigebunderson@gmail.com>

Paige,

Great job getting this far.

They might ask you if you have Neighborhood Council support.

If you've recently been to a Neighborhood meeting and took a vote or gained new support please share that, but....

You can legitimately say that the neighborhood has supported a crosswalk into the northern park entrance for over a decade. Five Mile completed its pedestrian and bicycle neighborhood plan which identified this need for safe entrance into the Park. It was not only approved by the Five Mile Neighborhood Council, it was approved by the City Council when it was included into the existing Comprehensive Plan as a neighborhood specific plan.

Being placed on cycle 15 is implementing the Comp Plan and the city does not have to start from scratch on this.

It also implements the Crosswalk Ordinance C35141, [Link to Ordinance](#) which requires a crosswalk be installed adjacent to facilities such as a park or a traffic generator when a road is reconstructed or resurfaced. Strong Road was reconstructed and resurfaced a few years ago, and a new crosswalk was not put in. It's time to correct this oversight.

Hope that helps!

Candace

(feel free to share this with Transportation Commissioners or whomever you would like.)

On Wednesday, September 16, 2026 at 09:48:26 PM PDT, Paige Bunderson <paigebunderson@gmail.com> wrote:

Thank you for sending this to the 5 Mile Neighborhood Council attendees.

If you would like to help push this project for a crosswalk at Strong and Nettleton Ct. Intersection further. Please consider copying the message below and sending it to transportationcommission@spokanecity.org by tomorrow (sept 27th) by 3pm. Please feel free to copy and paste the message below into a new email, add your name and send as it is. Or feel free to write your own email with the reasons you feel it would benefit our community!

Sincerely,
Paige Blanchard

"Hello,

My name is [NAME], and I am a resident of the Five Mile area. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.**

I believe this would be a valuable safety improvement for our growing community. There is increasing pedestrian and bicycle activity in the area, and a clearly marked, highly visible crossing would make it safer for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this project possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

[NAME]
Five Mile Area Resident"

On Wed, Sep 16, 2026 at 9:43 PM 5 Mile Neighborhood Council
<5mile.neighborhood.council@gmail.com> wrote:

----- Forwarded message -----

From: **Paige Bunderson** <paigebunderson@gmail.com>

Date: Wed, Sep 16, 2026 at 6:49 PM

Subject: Public comment for Sept 17th Transportation Commission Meeting-Paige Blanchard

To: <transportationcommission@spokanecity.org>, Snyder, Jon <jsnyder@spokanecity.org>

Cc: Alissa Wood <alissa.wood@hayden-homes.com>, <candacemumm@aol.com>,

<kkclitzke@spokanecity.org>, Sirott, Sarah <ssirott@spokanecity.org>, Sabrina Minshall

<sabrina.minshall@hayden-homes.com>, Note, Inga <inote@spokanecity.org>, Zappone, Zack

<zzappone@spokanecity.org>, Deese, Jackson <jdeese@spokanecity.org>, Groe, Amber

<agroe@spokanecity.org>, <5mile.neighborhood.council@gmail.com>, <reesereese33@gmail.com>

Hello,

Below is my public comment to be read in the Sept 17th Transportation Commission Meeting as well as documents to be shared with those in attendance. I would like to request to be on the agenda for the Oct. 15th 2026 meeting so I can further discuss this request and answer any questions prior to the Cycle 15 decision making. I have CC'd those who have helped me with this project and I believe most would be willing to attend if needed as well.

"My name is Paige Blanchard, and I am a resident of the Five Mile Area in the Forest Grove subdivision. I am reaching out to request consideration of an **RRFB crosswalk at the north entrance of Sky Prairie Park across Strong Road from Nettleton Ct to Hazelnut St.** as part of the City's upcoming **Cycle 15 Transportation Commission project process.**

This crosswalk has a long-standing history in City planning and was identified as a priority in both the original *Five Mile Prairie – Neighborhood Plan for Bicycle and Pedestrian Improvements* and the City's *2022 Spokane Citywide Traffic Calming Master Plan.*

Since those plans were developed and adopted by the City, conditions in the area have changed. The Forest Grove development, along with other nearby residential developments, have increased pedestrian and bicycle activity, and a Mead School District bus stop near the intersection serves students who cross Strong Road to reach their homes. Additional developments currently in the planning or construction process are also expected to bring further residential growth and increased traffic to the area.

We also now have significant new project support:

- **\$15,000 promissory note from Hayden Homes**
- **Completed third-party traffic study and warrant letter**
- **Letter of support from Mead School District Transportation Director Tony Davis**
- **A potential opportunity to combine the private contribution with other available funding sources**

The Hayden Homes funding commitment is **time-sensitive and is not an open-ended offer.** I would like to ensure the City has an opportunity to utilize these private funds while they remain available and determine whether the project can move forward sooner through an available funding or programmatic pathway.

If an earlier pathway is not available, I respectfully request that the project be considered for **Cycle 15 as soon as possible**, given the time-sensitive private funding opportunity.

I would also like to request an opportunity to be placed on the agenda for the Transportation Commission's October 15 meeting to discuss this project and the supporting documentation in greater detail. I would appreciate the opportunity to answer questions and discuss the potential funding and project pathway with the Commission.

I have linked a more in-depth PDF overview of the project below, which includes the planning history, City documents, proposed and preferred locations, current conditions, funding information, traffic study and warrant information, and supporting documentation.

Thank you for your consideration and for reviewing this request. I look forward to the opportunity to discuss the project further.

Best,

Paige Blanchard"



Mead School District Letter of Support-Crosswalk Strong Rd.



Crosswalk Warrant Letter_.pdf



Promissory Note from Hayden Homes-Crosswalk Strong Rd



Sky Prairie Park North Entrance Crosswalk - Cycle 15 Supporting Information (1).pdf

King, Emily

From: Katie <yateska1983@gmail.com>
Sent: Thursday, September 17, 2026 11:26 AM
To: Transportation Commission
Subject: Sky Prairie Park north entrance crosswalk at the Strong Road and Nettleton Court Intersection

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area.

I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

King, Emily

From: Colleen Hintzke <colleen.hintzke@gmail.com>
Sent: Thursday, September 17, 2026 12:24 PM
To: Transportation Commission
Subject: Request for Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Transportation Commission,

I am writing in support of the proposed RRFB (flashing-light) crosswalk at the intersection of Strong Road and Nettleton Court/Hazelnut Street near the north entrance of Sky Prairie Park.

This intersection is regularly used by students, families, pedestrians, and bicyclists, and it is also the location of a Mead School District bus stop. With continued residential growth in the area, pedestrian and bicycle activity has increased, making a highly visible, designated crossing an important addition to the safety of the community.

An RRFB crosswalk would provide students and families with a safer and more predictable way to cross Strong Road while accessing the bus stop, surrounding neighborhoods, and Sky Prairie Park. I believe this project would be a meaningful investment in pedestrian safety and would benefit the broader community.

I respectfully ask the Transportation Commission to consider this project for Cycle 15 and support moving it forward.

Thank you for your consideration and for your work to improve safety for pedestrians, bicyclists, and students in our community.

Sincerely,

Colleen Hintzke

Skyline Elementary PTO Secretary

Mead Certificated Substitute

King, Emily

From: Brian Royer <pbroyer1@gmail.com>
Sent: Thursday, September 17, 2026 1:57 PM
To: Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

By October 7th Traffic Calming @ Ray and 27th

King, Emily

From: Quinn Martin <qdmartin@gmail.com>
Sent: Thursday, September 17, 2026 2:30 PM
To: Transportation Commission
Subject: Strong Road Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My name is Quinn Martin and I am a resident of the Five Mile area. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

Sky Prairie Park is such a gathering place for the Five Mile community. I live on the park. And I have friends who live in the new neighborhood across Strong road. Our kids go from our house to their house and from the park to their house and from their house to the park. A crosswalk is very needed for the safety of all.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this project possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Quinn Martin
Five Mile Area Resident

King, Emily

From: Quinn Martin <qdmartin@gmail.com>
Sent: Thursday, September 17, 2026 2:30 PM
To: Transportation Commission
Subject: Strong Road Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My name is Quinn Martin and I am a resident of the Five Mile area. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

Sky Prairie Park is such a gathering place for the Five Mile community. I live on the park. And I have friends who live in the new neighborhood across Strong road. Our kids go from our house to their house and from the park to their house and from their house to the park. A crosswalk is very needed for the safety of all.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this project possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Quinn Martin
Five Mile Area Resident

King, Emily

From: Riley Stockton <riley@spokanehoopfest.net>
Sent: Thursday, September 17, 2026 10:11 AM
To: Transportation Commission
Cc: aguzman@downtownspokane.org
Subject: Spokane Falls Blvd. - Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Transportation Commission,

As the Executive Director of Hoopfest, a downtown wide event that brings together people from all over the world, I wanted to write you to express my concerns over what has been suggested for Spokane Falls Boulevard over the past year. Along with many other local businesses, we have serious trepidations with not only what has proposed but also the lack of change from the proposals after overwhelming feedback contrary to the plan from the most important stakeholders. When we were brought together in the late Fall of 2025, we were shown plans for making a Two-Way from Washington to Division and a protected bike lane that would take Spokane Falls from a 3 lane road to a 2 lane road. During that meeting, there wasn't one downtown entity that agreed with the proposals and the overwhelming feedback was to keep it the same. **Our hope is that we keep Spokane Falls as is and let it continue to be the crown jewel roadway it has been for this region.**

Unfortunately, I do think the plan for Spokane Falls was decided on long before that November meeting and this will continue to be a moot point. However, my other plea to the Transportation Commission is that downtown businesses and major events are brought into the design phase and construction timeline as much as reasonably possible. We completely understand the need for renovating the utilities system that is long past overdue and know that's a burden for the city especially with the amount of time it's going to take but if we can avoid the hotbed time for events (May-June) that would be ideal for our community to keep moving forward. And as for the design phase, please make sure any barriers on the roadways to potential bike lanes are at minimum moveable by fork lifts so that we can continue to have that street for courts, parades, races, etc. With all of the construction that has happened in the past 10 years, we have lost an estimated ~50 courts from our tournament that affects how many people we can allow to play in our tournament and more importantly, how many people travel into downtown Spokane to enjoy the Best Basketball Weekend on Earth.

I do want to end by expressing my gratitude for what the commission is doing and know that it can be an impossible task to make everyone and their businesses happy. I do wish you reconsider your proposed stance on Spokane Falls and allow it to function as is and don't mess with a great thing for a small minority of the population. At minimum, please allow us to help with the design and construction timeline so that we can continue to host world class events on Spokane Falls.

Thank you for your consideration.

Riley

Riley Stockton
Executive Director



*Home of Spokane Hoopfest, Hooptown USA, Spokane AAU,
The Fitz Tournament, The Fitz Clinic, and Hooptown Elite.*

King, Emily

From: Gabe Philips <gabe.philips@gmail.com>
Sent: Thursday, September 17, 2026 3:05 PM
To: Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My name is **Gabe Philips**, and I live on the **north end of Five Mile Prairie**. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court**.

As a parent of both teenage drivers and younger children, I see the safety of this intersection from both sides. An RRFB would make people crossing Strong Road much more visible to drivers, which I believe could help reduce the risk of accidents and give me greater peace of mind as my teenage daughter begins driving through the area.

I also have younger children who use the park and neighborhood with their older siblings and friends. Having a clearly marked, highly visible crossing would give them a safer way to cross Strong Road as they become more independent.

With continued growth and activity in the area, I believe this is an important safety improvement for families throughout Five Mile Prairie.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this safety improvement possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is a way to move it forward sooner while the funding is available.

Thank you for considering this request and the safety of our community.

Sincerely,

Gabe Philips
Five Mile Prairie Resident

King, Emily

From: Diane Westmoreland <DianeW@rockwoodretirement.org>
Sent: Thursday, September 17, 2026 6:11 PM
To: Transportation Commission
Cc: ladydispk@gmail.com
Subject: 5 Mile Prairie Crosswalk

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Diane Westmoreland
Concierge



Rockwood South Hill
2903 E 25th Ave.
Spokane, WA, 99223
T: 509-536-6650
F: 509-536-6662
www.rockwoodretirement.org

From: Diane Westmoreland <ladydispk@gmail.com>
Sent: Wednesday, September 16, 2026 8:33 PM
To: Diane Westmoreland <DianeW@rockwoodretirement.org>
Cc: Diane Westmoreland <ladydispk@gmail.com>
Subject:

Hello,

I'm writing as a Five Mile community member to express my support for a crosswalk/RRFB at the intersection of Strong Rd. and Nettleton Ct.

I live on the corner of Strong and Hazelnut and witness daily the speeding cars and the numerous foot traffic trying to cross Strong to go and from the park or to the bus stop!

With the growth in the area, I think having a safe, designated place for pedestrians and cyclists to cross Strong Road would be a great improvement for our neighborhood, especially with students and families using this area. I also understand that Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 traffic study, and that there is support from the Mead School District. I would hate to see an opportunity like this go unused, especially if the private funding can help the City move the project forward.

I respectfully ask the Transportation Commission to consider this crosswalk for Cycle 15 and explore whether it can be moved forward sooner while the funding is available.

Thank you for listening to the community and considering this safety improvement.

Sincerely,

Diane Westmoreland

'Important: The information contained in this e-mail is privileged and confidential. This information is intended for the addressee only. If you have received this information in error, please destroy the documents immediately and notify the sender at the above address by using the reply button. Use and release of this information is strictly limited by the current Health Insurance Portability and Accountability Act (HIPAA).'

King, Emily

From: Leroy Gay <leroian@yahoo.com>
Sent: Friday, September 18, 2026 11:08 AM
To: Transportation Commission
Subject: Spokane Transportation Commission: Need crosswalk @ Strong & Nettleton Ct

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi,

I'm 71 and live over a block away north of the crossing: W Strong Rd and N Nettleton Ct. That intersection is on my way to the nice walking trails at Sky Prairie Park. There is no crosswalk with flashing lights at that intersection.

Being a senior I sometimes have senior moments, especially when tired and on my way home. Crossing Strong can be tricky.

Have seen an older couple, maybe late 70s or early 80s walk that way a lot, maybe daily. They are not fast and crossing Strong must be difficult for them since they are slow walkers.

Do worry about all the kids in my neighborhood and the adjoining ones. They have to cross Strong to get to the nearest playgrounds which are at Sky Prairie Park. Kids usually walk / run faster than me and most other seniors but they do not always pay attention to traffic.

It would be cheaper to get us a crosswalk with flashing lights than to buy land and build a playground on the north side of Strong Rd.

Have heard that Hayden Homes is willing to kick in some money to make this happen. Hope you guys don't leave us stranded from a nice park.

Thanks,

Leroy Gay

9009 N Hazelnut St,

Spokane, WA 99208

leroian@yahoo.com

King, Emily

From: Emily Ruth Steenkolk <emilyruthsteenkolk@gmail.com>
Sent: Saturday, September 19, 2026 2:11 PM
To: Transportation Commission
Subject: Traffic Calming Concern

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi there, my name is Emily Steenkolk and my husband Edward and I recently bought a house on 9th street in the Perry District. The house we live in is on a particularly busy street, and there are definitely speeders. The posted speed is 30MPH, but I feel this is rarely followed. The last project completed in this district was the crosswalk in 2019. I would like to request some sort of speed bump or alternate traffic calming tactic to help with the 9th avenue. We sleep with the windows open and all night can hear various cars loudly speeding down the road.

Thank you!
Emily

King, Emily

From: Sara Singleton <saraesingleton@gmail.com>
Sent: Monday, September 21, 2026 5:42 PM
To: Transportation Commission
Subject: Crosswalk on Five Mile

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings!

My name is Sara Singleton, and I am a resident of the Five Mile area. I am writing to express my support for an **RRFB crosswalk across Strong Road near the north entrance of Sky Prairie Park and Nettleton Court.**

I believe this would be a valuable safety improvement for our growing community. There is increasing pedestrian and bicycle activity in the area, and a clearly marked, highly visible crossing would make it safer for people to access Sky Prairie Park and travel between the surrounding neighborhoods.

I also understand that **Hayden Homes has committed \$15,000 toward the project and funded a \$5,000 third-party traffic study**, which has now been completed. I would hate to see this private funding opportunity go unused when it could help make this project possible.

I respectfully ask the Transportation Commission to **consider this project for Cycle 15** and explore whether there is an opportunity to move it forward sooner while the funding remains available.

Thank you for considering this request and the safety of our community.

Sincerely,

Sara Singleton, Five Mile Resident

Rev. Dr. Sara Singleton

719-216-4417

saraesingleton@gmail.com

It is a serious thing to live in a society of possible gods and goddesses, to remember that the dullest, most uninteresting person you talk to may one day be a creature which, if you saw it now, you would be strongly tempted to worship, or else a horror and a corruption such as you now meet, if at all, only in a nightmare. All day long we are, in some degree, helping each other to one or the other of these destinations....There are no ordinary people. You have never talked to a mere mortal. Nations, cultures, arts, civilizations - these are mortal, and their life is to ours as the life of a gnat. But it is immortals whom we joke with, work with, marry, snub, and exploit - immortal horrors or everlasting splendors....Next to the holy sacrament itself, your neighbor is the holiest object presented to your senses. C.S. Lewis, "The Weight of Glory"

King, Emily

From: Kassandra Sweet <kassandralsweet@icloud.com>
Sent: Tuesday, September 22, 2026 7:37 PM
To: Transportation Commission
Subject: Crosswalk Concern

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I'm writing as a concerned parent and citizen of the Dalton Avenue neighborhood to ask that the City take another look at pedestrian safety at W Dalton Ave & N Alberta St and W Dalton Ave & N Cochran St.

I have reached out about these intersections before and was told that pedestrians should use the existing crosswalks on Northwest Boulevard. I understand that those crosswalks exist, but I don't believe they are a realistic or safe solution for the people who actually live in this part of the neighborhood.

Asking families to walk along these busy one-way streets just to reach a crosswalk is simply not realistic. Parents are walking with strollers and young children. People are walking their dogs. Toddlers are riding bikes and scooters along the sidewalk while cars and buses pass close by. That may be a technically available route, but it does not feel like a safe or reasonable pedestrian route for families.

I also regularly see drivers fail to yield to pedestrians at the Northwest Boulevard crossings. People are so focused about turning onto or off the one ways they don't even look too see if people are waiting to cross. I have often waited multiple traffic cycles. So even the suggested alternative does not feel like it adequately addresses the safety concern.

I think this is especially important because of the improvements that have been made in the upper part of our neighborhood. There are now much better pedestrian and bicycle connections for students traveling to Finch, Glover, and Shadle. Those improvements are wonderful, but the neighborhood south of Garland has largely been left out of that network. As a family we ride our bikes to library and more crosswalks on Garland could also be a positive addition. The lower part of our neighborhood often feels like an island surrounded by traffic and we are on our own to find safe walking and riding routes.

The children who live here still need to get to those same schools. They walk, ride their bikes, and use the bus. Before my children were choiced in to another Spokane Public Schools option, I walked this route with them every day. I saw firsthand how difficult these intersections can be when you're trying to safely get children across busy streets.

And this isn't just something I remember from when my own children walked this route. I still regularly see children riding their bikes, families walking toward Audubon Park, and groups of 10–15 middle and high school students waiting at the nearby bus stops in the mornings and afternoons. I see people crossing all day long.

The reality is that people are already crossing at this intersection. Children are going to take the most direct route to school. Students are going to walk to their bus stops. Families are going to walk to the park. People are just making those crossings without a clearly marked place to do it.

I'm not asking for special treatment for our neighborhood. I'm asking that the lower part of our neighborhood be given the same consideration for safe pedestrian access that other parts of the neighborhood have received.

Please consider having both intersections evaluated by traffic engineering for crosswalks, pedestrian signage, traffic calming, improved visibility, or whatever other safety measures may be appropriate.

I appreciate the work the City has already done to improve walking and biking in our neighborhood. I would really like to see that work continue south of Garland so that the families who live here aren't left with a choice between taking a long, inconvenient route or crossing busy streets without a safe place to do so.

I hope the City will take another look at these intersections before we have to wait for someone to get hurt to justify making them safer.

Thank you for taking the time to consider this request. I would appreciate knowing whether these intersections can be formally evaluated and what steps residents can take to help move this forward.

Warmly,

Kassandra Sweet
509-655-6702

King, Emily

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Monday, September 28, 2026 6:38 AM
To: Transportation Commission
Cc: BDS Admin; King, Emily; Zappone, Zack; Klitzke, Kitty
Subject: Maple St Bridge Cycle 15 Project Clarification
Attachments: MapleStreetBridgeJointResolutionFinal (3) (1).pdf; Cycle15_Projects_forDOWLScoping_04202026_final (5) (3).xlsx; Cycle15_CandidateProj_TC_Draft_09082026 (4).pdf

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings Transportation Commission:

Hope y'all had a great weekend, and thanks for all the time and effort put in on the Cycle 15 project list this year.

As a quick refresher, Brian Muegge here, West Central Neighborhood Council's Traffic Safety Committee chair. I had made a public comment during the 9/17 Transportation Commission Meeting flagging the fact that the finalized project descriptor of the Maple St Bridge had omitted speed reduction, which was a core rationale for the submission of this project per our joint resolution (attached). On our end as local neighborhood advocates, I hope y'all can understand a bit of frustration in the lack of transparency or communication as to why this particular component of the project descriptor was omitted.

I've attached the below Cycle 15 documents of reference, including the initial April draft list for DOWL scoping, the recently finalized DOWL draft list, our joint resolution of the Maple St Bridge, as well as my public comments made at the TC meeting. I hope this commission can review the attached, and kindly support the following actions:

1. Ensure that both of the West Central proposed projects, "Ash, Dean to Broadway" and "Maple St, Riverside to Broadway" are kept on this list for final vote by council in December.
2. That the project descriptor of the "Maple St, Riverside to Broadway" project include speed reduction, as was referenced in the initial scoping draft as well as per the joint resolution explicit request.
3. That these cycle 15 projects focus on non-quick build projects, per the request of our District 3 Councilmember Zack Zappone, of which both of these projects align well with.

Thanks again for all of your efforts on this finalized draft list, and I look forward to collaborating further on this effort!

Brian

Greetings Transportation Commission - My name is Brian Muegge, West Central Traffic Safety Committee Chair. I'm speaking this afternoon regarding the Cycle 15 Maple Street Bridge project.

I'm asking the Commission to restore speed management and speeding-related safety improvements to the project descriptor for Maple Street Bridge, Riverside to Broadway, before the Cycle 15 list is finalized.

This is not a request to introduce a new project at the end of the process. The project that was sent to DOWL for scoping earlier this year specifically identified speeding and safety concerns for people walking and biking on the Maple Street Bridge.

Yet in the September 8 draft, the Maple Street Bridge project remains, but its descriptor has been reduced to concrete stairs connecting the Centennial Trail to the bridge sidewalk and lighting. Somewhere between scoping and this final candidate list, the speeding component disappeared.

It is also consistent with what the surrounding neighborhoods have formally requested. Earlier this year, West Central, Riverside, and Browne's Addition NCs adopted a joint resolution specifically identifying excessive vehicle speeds and safety concerns on the Maple Street Bridge and calling for a 30-mile-per-hour speed limit and automated speed enforcement. The resolution also asks the City to conduct a corridor-level speed and crash analysis to inform additional traffic-calming measures.

Importantly, that joint resolution was then submitted through the City's open 311 Safe Streets traffic-safety survey earlier this spring specifically so that speed reduction and speed management on the Maple Street Bridge would be considered as part of Cycle 15.

So the neighborhoods followed the process the City provided. We identified the problem, adopted a joint resolution, submitted it during the open public-input period, and the resulting Maple Street Bridge project was sent to DOWL for scoping with speeding and bicycle and pedestrian safety explicitly identified.

So my request is simple: please restore a speeding-specific element to the Maple Street Bridge project descriptor and carry it forward for engineering evaluation. That could include speed reduction, automated enforcement, or other speed-management measures determined appropriate through design.

The community asked for the speeding problem to be evaluated. We used the public process established for Cycle 15 to make that request, and it was included when the project went to DOWL for scoping. It should not disappear from the final scope without a clear explanation.

Thank you.

*Brian Antonio Muegge (Pronounced "MEG-e")
Gonzaga University 16' - Go Zags!*

Cell: 509-508-1563



Joint Neighborhood Council Resolution

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

Resolution No. **2026-01**

Date: 3/25/2026

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

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

WHEREAS,

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

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

FISCAL NOTE

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

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

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

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

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

West Central Neighborhood Council

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

Riverside Neighborhood Council

Chair: Isma Walsh 3/20/2026

Browne's Addition Neighborhood Council

Chair: Delaney Carr 3/25/2026

Council District	Internal ID	Candidate Project Location*	Candidate Project Descriptor	Safety Score	Equity Score	Connectivity Score	Fall 2026 Composite Score	Funding Request
D1	C-111	Main at Browne	Concrete bumpouts, traffic signal modifications, stop bars, repainted crosswalks, lighting	9	10			\$ 493,000
D1	C-051	Nevada, Lyons to Hawthorne	PHBs at Northpointe, St Thomas Moore Way or Sharpsburg	9	10			\$410,000-\$615,000
D1	D-049	Lidgerwood, Empire to Wellesley	Concrete bumpouts, ADA ramps, landscaping	7	10	9	9.10	\$ 600,000
D1	D-052	Longfellow SRTS - Crestline/Empire	Intersection restripe	6	10	9	8.80	\$ 94,000
D1	N-021	Cincinnati at Indiana	Install traffic island, bike and pedestrian crosswalk on Indiana, updated, light, install speed hump on Cincinnati south of Indiana	5	10	9	8.50	\$ 71,000
D1	D-055	Euclid, Market to Crestline	Restripe with bike lanes, concrete medians, pedestrian refuge islands, crosswalks	5	10	9	8.50	\$ 430,000
D1	N-014	Mission Park, Superior St to Perry St	Shared use path, enhanced transit and Centennial Trail access	5	10	9	8.50	\$ 25,000
D1	C-100	Hamilton at Illinois	Modify signal to activate pedestrian recall and LPI during school pick-up and drop-off; install PHB, signage	3	10	9	7.90	\$ 780,000
D1	N-005	Illinois Ave / Perry St., Perry to Cincinnati	Protected bike lanes, new traffic island, concrete bumpouts	3	10	9	7.90	\$ 1,988,000
D1	C-022	Crestline, Euclid to Illinois	Concrete bumpouts and ADA ramps at Crestline, Buckeye, and Marietta	2	10	9	7.60	\$ 610,000
D1	D-051	Perry at Rogers High School	Crosswalk, bumpouts, ADA ramps	2	10	9	7.60	\$ 102,000
D1	C-044	Magnesium, Dakota to Nevada	RRFB, crosswalk, pedestrian refuge island, signage and lighting	3	9	9	7.57	\$ 177,000
D1	D-006	Bruce, Crestline to Lee	RRFB, new sidewalk, ADA ramps	1	10	9	7.30	\$ 200,000
D1	C-129	SFB/Main/Monroe	Updated crosswalks and stop bars, revised bike lane, signal modifications, concrete bumpouts	0	10	9	7.00	\$ 1,612,000
D1	D-048	Euclid-Frederick, Sycamore to Havana	Sidewalk infill, ADA ramps * may have alternative funding	0	10	6	6.00	\$ 300,000
D1	D-007	Logan Elementary SRTS	2-3 blocks of sidewalk	0	10	6	6.00	\$ 446,000
D1	C-043	Lyons, Nevada to Standard	Speed humps on Lyons at Cincinnati	0	10	6	6.00	\$ 28,000
D1	C-128	Regal at Upriver	Crosswalk and lighting, connection to Centennial Trail, ADA ramps	0	10	6	6.00	\$ 46,000
D1	D-053	Garry MS SRTS	ADA ramps, crosswalk, 20mph zone	0	10			\$ 300,000
D1/D2	N-002	Jefferson at 3rd Ave/4th Ave to Riverside	Possibly funded by another funding source	8	10	9	9.40	\$ 750,000
D1/D3	N-019	Mayfair at North Foothills/Division/Ruby	Shared use path, PHB, crosswalk, ADA ramps, restripe portion of North Foothills	9	10			\$ 716,000
D1/D3	O-001	Maple, Riverside to Broadway	Concrete stairs from Centennial Trail to Maple St Bridge sidewalk, lighting	5	10	9	8.50	\$ 692,000
D2	D-015	Ray, 21st to 23rd	Widen sidewalk (crossing funded in previous cycle)	9	10			\$ 500,000
D2	C-060	Southeast, 25th to 29th	Crosswalks, bike lane striping, traffic island improvements on SE Blvd; Traffic signal at 25th	7	10	9	9.10	\$ 1,633,000
D2	C-054	Ray, 17th to 18th	Shared use path	2	10	9	7.60	\$ 1,673,000
D2	N-018	Thornton-Murphy Park	Park Shared use path, Fiske to 23rd (PH1)	2	10	9	7.60	\$ 1,297,000.00
D2	N-018	Thornton-Murphy Park	Park Shared use path, 23rd to 27th (PH2)	2	10	9	7.60	\$ 1,481,000.00
D2	C-049	Monroe, 5th to 14th	Crosswalks, bump out, lane revisions with onstreet parking, permanent speed feedback sign	5	10	6	7.50	\$ 254,000
	C-007	9th, Crestline to Perry	Concrete bumpouts and ADA ramps at Helena, Pittsburg, and Napa, traffic island at Crestline and 9th	0	9	9	6.67	\$ 295,000
	C-122	Ray at 27th	RRFB, crosswalk, pedestrian refuge island	0	10	6	6.00	\$ 216,000
	D-017	37th @ Napa/Crestline	RRFB (neighborhood wants Crestline)	0	7	6	5.00	\$ 300,000
	N-001	Pittsburg St, 34th Ave to 49th Ave	Neighborhood Greenway elements - RRFB and crosswalks, speed humps, makrings, signage, concrete bumpouts	0	7	6	5.00	\$ 616,000
	C-124	Ray at 5th	Concrete bumpouts and painted crosswalk	0	10	3	5.00	\$ 128,000
	C-130	Rockwood at 16th	Speed humps and concrete bumpout with ADA ramp	0	9	3	4.67	\$ 112,000
	D-014	14th Ave, Trolley Trail to Fish Lake Trail	Infill sidewalk and ADA ramps	0	9	0	3.67	\$ 400,000
D2	D-045	33rd @ Lincoln Dr	Concrete bumpout with ADA ramp at 33rd, speed hump on Lincoln	0	1	6	3.00	\$ 50,000
	D-010	Ash St, Francis to Courtland	RRFB, crosswalks, concrete bumpouts with ADA ramps	10	8	9	9.33	\$ 579,000
	N-011	Belt, Wellesley to Francis	Protected Cycletrack	6	8	9	8.13	\$ 1,764,000
	C-053	Northwest Blvd, TJ Meenach to Elm	PHB with crosswalk, pedestrian refuge island at Hemlock	3	10	9	7.90	\$ 662,000
	D-024	Madison, Wabash to Walton	Traffic circles at Wabash, Princeton and Walnut	3	8	9	7.23	\$ 154,000
D3	C-012	Ash, Dean to Broadway	Speed hump on Dean, raised crosswalk and bumpouts on Ash, island revisions	0	10	9	7.00	\$ 334,000
D3	D-003	Northwest Blvd, Audubon to Assembly	RRFB with signage and striping, pedestrian refuge islands	0	10	9	7.00	\$ 573,000
	C-113	Monroe at Rowan	PHB, crosswalks, stop bars, traffic island, ADA ramps	0	9	9	6.67	\$ 532,000
	C-010	Alberta, Northwest to Driscoll	RRFB, crosswalk with concrete bumpouts at Liberty and Alberta, restriping at Driscoll and Alberta	0	6	9	5.67	\$ 414,000
D3	D-004	Francis at Fotheringham	PHB with crosswalk, signage, striping	0	9	6	5.67	\$ 300,000
D3	D-043	Providence at Wall-Post Couplet	Bike lane, bumpout with ADA ramp, intersection revision at Wall, restriping	0	9	6	5.67	\$ 337,000
	C-052	Northwest Blvd, Assembly to Royal	Speed humps on W NW Blvd and concrete bumpouts at Assembly with ADA ramp	0	7	6	5.00	\$ 141,000
	N-010	North Hill – Hemlock/Belt, Dalton Ave to Liberty Ave	Shared use pathway at Transitions	0	6	3	3.67	\$ 600,000

* Project locations with yellow fill indicate projects that fall into lowest quartile median household income with spending requirements per RCW 46.63.220 (13)

Cycle 15 Candidate Project Scoring Details

Safety Score: 0-10

- 0 - low interface with high injury locations
- 10 - high interface with high injury locations

Based on the new Spokane Draft Vision Zero Crash Analysis High Injury Networks (HIN)

- Priority 1 HIN +3
- Priority 2 HIN +1
- HIN Intersection +2
- Pedestrian HIN +2
- Bicycle HIN +2

Equity Score: 1-10

- 1 - low equity priority
- 10 - high equity priority

Based on census level scores from the Washington Environmental Health Disparities Map version 3.0

Connectivity Score: 0-9

- 0 - low alignment with active transportation network
- 10 - high alignment with active transportation network

Intersection and alignment with Pedestrian Master Plan (+3), Bicycle Priority Network (+3), and Current or Planned High Performance or Bus Rapid Transit routes (+3)

Fall 2026 Composite Score 1-10

- 1 - low safety, equity, and connectivity scores
- 10 - high safety, equity, and connectivity scores

Normalized safety, equity, and connectivity scores weighted equally.

Candidate projects come from 3 primary sources identified through Internal ID:
C - XXX Community submittals through the my311 Safe Streets Survey
D - XXX Sourced through the 2022 DOWL Neighborhood Traffic Calming Workshop Series
N - XXX Network projects on the 27x2027 Urban Mobility Network

Source	Candidate Project Location	Candidate Project Descriptor	Community Submittal Location General Concerns	Council District
2022 DOWL	Providence @ Wall-Post Couplet	Bumpouts and ADA ramps		D3
Community Submittal	Hamilton at Illinois	TBD	Safety concerns for people walking or biking, Crosswalk, School walk route, Speeding	D1
Community Submittal	Lyons, Nevada to Standard	Lyons from Standard to Nevada: bumpouts, traffic circle at Standard	Collisions, Safety concerns for people walking or biking, Speeding, School walk route	D1
Community Submittal	Magnesium, Dakota to Nevada	Install crosswalk at school entrance (Rectangular Rapid Flashing Beacon?), consider extending existing or adding new school zone.	Safety concerns for people walking or biking, Speeding, School walk route, Missing Sidewalk, Collisions, Other	D1
Community Submittal	Main at Browne	Main/Browne - bumpouts and decorative lighting	Crosswalk	D1
Community Submittal	Nevada, Lyons to Hawthorne	Nevada from Lyons to Hawthorne - add enhanced pedestrian crossings	Bus stop access, Collisions, Crosswalk, Safety concerns for people walking or biking, Speeding;	D1
Community Submittal	Nevada, Westview to Northpointe Access	Nevada/Westview - signal or Pedestrian Hybrid Beacon	Bus stop access, Collisions, Safety concerns for people walking or biking	D1
Community Submittal	Regal at Upriver	Regal/Upriver - crosswalk to access Centennial Trail	Crosswalk	D1
Community Submittal	Spokane Falls/Riverside at Monroe	SFB/Main/Monroe - bumpout on SE corner, remove 5th lane south of bridge and expand ped island. Restore 2nd pedestrian phase crossing Monroe. Leading Pedestrian Interval for SFB movement.	Bus stop access, Crosswalk, Safety concerns for people walking or biking	D1
Community Submittal	9th, Crestline to Perry	9th from Crestline to Perry: concrete bumpouts	Collisions, Crosswalk, Safety concerns for people walking or biking, School walk route, Speeding, Other	D2
Community Submittal	Monroe, 5th to 14th	TBD	Speeding, Safety concerns for people walking or biking	D2
Community Submittal	Ray at 27th	Signal at 27th/Ray?	Crosswalk	D2
Community Submittal	Ray at 5th	5th/Ray - crosswalk improvement	Crosswalk	D2
Community Submittal	Ray, 17th to 18th	TBD	Safety concerns for people walking or biking	D2
Community Submittal	Rockwood at 16th	16th from Rockwood to Southeast: speed humps or chicanes	Safety concerns for people walking or biking, Speeding, Other, Collisions	D2
Community Submittal	Southeast, 25th to 29th	Southeast Blvd from 25th-29th: Restripe to extend bike lane through the intersection, shared with right turn lanes. Crosswalk at 27th?	Safety concerns for people walking or biking, Speeding, Crosswalk, School walk route, Other	D2
Community Submittal	Alberta, Northwest to Driscoll	Alberta/Dalton - school crosswalk improvement?	Crosswalk, Bus stop access, Safety concerns for people walking or biking, School walk route, Speeding	D3
Community Submittal	Ash, Dean to Broadway	Ash/Mallon bumpouts and/or flashing 20 zone beacon	Speeding, Safety concerns for people walking or biking, School walk route, crosswalk, other	D3
Community Submittal	Monroe at Rowan	Monroe/Rowan pedestrian hybrid beacon crosswalk	Crosswalk	D3
Community Submittal	Northwest Blvd, Assembly to Royal	Royal Court-Northwest Blvd from Wellesley to Assembly: traffic circles, bumpouts, speed humps	Collisions, Safety concerns for people walking or biking, Speeding, Other, Speeding	D3
Community Submittal	Northwest Blvd, TJ Meenach to Elm	Northwest Blvd from TJ Meenach to Elm: install new ped crossing, maybe at Belt	Missing sidewalk, Safety concerns for people walking or biking, Speeding, School walk route	D3
Network	Cincinnati at Indiana	Crossing		D1
Network	Illinois Ave / Perry St., Perry to Cincinnati	Protected Bike Lanes		D1
Network	Mission Park, Superior St to Perry St	Bus Stop / Pathway Connection		D1
Network	Jefferson @ 3rd Ave/4th Ave to Riverside	bumpouts and ADA ramps		D1/D2
Network	Mayfair @ North Foothills/Division/Ruby	Bikeway, crossing at Mayfair		D1/D3
Network	Pittsburg St, 34th Ave to 49th Ave	Neighborhood Greenway		D2
Network	Thornton-Murphy Park - QB, 27th Ave/Fiske to Ben Burr Tr	Park Pathway		D2

Network	Belt, Wellesley to Francis	Bikeway (Phase 2)		D3
Other	Maple St Bridge, Riverside to Broadway	TBD	Speeding, safety concerns for people walking or biking	D1/D3

King, Emily

From: Bjordahl, Mike
Sent: Tuesday, September 29, 2026 7:41 PM
To: mkartchner@gmail.com
Cc: Snyder, Jon; BDS Admin; Young, Rhonda
Subject: Fw: Bollard
Attachments: IMG_20260925_163932.jpg; IMG_20260925_220756.jpg; IMG_20260925_163928.jpg
Categories: Emily

Hello Ms. Kartchner,

I'm sorry to hear about the three crashes in the last five years, and thank you for reaching out to share your concerns about the crash history you've experienced at the SE corner of Stevens/1st Avenue intersection.

As a volunteer Transportation Commissioner, I don't have the complete details on this intersection and do not recall seeing it on a list of potential future projects. However, I'm including Jon Snyder, the City's Director of Transportation and Sustainability, in this communication as he will be able to address this more directly and determine what options might be available.

Thank you again for bringing this to our attention. The Transportation Commission's role is to advise and make recommendations to the Mayor and City Council, and when we are made aware of issues like this it can help shape guidance we provide in the future.

Sincerely,

Mike Bjordahl

From: M Kartchner <mkartchner@gmail.com>
Sent: Monday, September 28, 2026 12:05 PM
To: Young, Rhonda <ryoung@spokanecity.org>; Bjordahl, Mike <mbjordahl@spokanecity.org>
Subject: Bollard

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Ms. Young and Mr. Bjordahl,

I am writing to bring to your attention a serious and recurrent area of danger in downtown Spokane. We have owned the building at the SE corner of Stevens and 1st Avenue since 2018. In the last five years, a vehicle has hit the building corner three times. It was hit again this past Friday night. Fortunately, in each of the last three incidents, no one was standing in that area at the time of impact. There is usually a hairstylist (and her patron) stationed in that corner. If she had not been out of town on Friday, I fear she would have likely lost her life. Because both streets are one way, the prevailing trajectory of collisions is toward the SE corner. Would it be possible to place a bollard to prevent what is certain to happen if we

do not take action? How can I help move this process forward? Please see the attached photos from Friday's accident.

Sincerely,
Marianne Kartchner

--

Marianne Kartchner
mkartchner@gmail.com
509-688-4216

AGENDA





AGENDA

ENGINEER

430 WEST

AVENUE



King, Emily

From: Andrew Gorton <andrewg@rockwoodretirement.org>
Sent: Friday, October 2, 2026 12:51 PM
To: Transportation Commission
Cc: Katie Hagara
Subject: Cycle 15 Traffic Calming Projects D 2 C-060

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Transportation Commission,

I am writing voice support for project C-060, Southeast Blvd. 25th to 29th for crosswalks, bike lane striping, traffic island improvements on SE Blvd, traffic signal at 25th. I am speaking on behalf of the 500 residents and 400 employees of Rockwood Retirement Community. I submitted a request below in March of this year. We are thrilled that this intersection continues to be under discussion.

March 2026

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

Rockwood South Hill is a 90 acre Continuing Care Retirement Community (CCRC) that opened in 1960. The community serves over 500 residents who live independently and in assisted living and skilled nursing settings. We also employ another 400 staff members.

There are two exits off the property into the surrounding neighborhoods. West on 25th Avenue onto Southeast BLVD, and East from the Snowberry Gate onto Ray Street. This submittal focuses on the 25th Ave/SE BLVD. exit. A left turn from 25th to SE is especially challenging, as the traffic both directions on this street has increased dramatically over the last 10 years. 15 or more years ago an island and south bound turn lane was installed. This does help, though many drivers seemed to be confused by the concept of merging, and instead stop in the lane and wait for traffic to clear first. It is extremely difficult, especially when dark, to gauge the speed of drivers in the northbound lane. Speeding is an issue.

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

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

Most Sincerely,

Andrew Gorton
Vice President of Operations



2903 E 25th Ave
Spokane, WA 99223
T. 509-536-6657

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King, Emily

From: Rolf Goetzinger <rolfgoetzinger@gmail.com>
Sent: Tuesday, October 6, 2026 8:31 AM
To: Transportation Commission
Subject: Indian Trail and Kathleen

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Members of the Transportation Commission,

Living on West Hiawatha Drive, we access Indian Trail at Kathleen. The traffic has not only become more congested but drivers have little concern for pedestrians and cyclists like ourselves. I mobilize my daughter with disabilities to the bus stop heading into downtown Spokane and crossing the street can take a long time as drivers do not stop to allow us to cross. Kathleen and Indian Trail is a dangerous intersection because

Northbound traffic is suddenly reduced to one lane right at that point. Drivers often use the opportunity to speed around the left lane (which turns into a left turning lane Onto west Kathleen) to pass as much traffic as they can at the last moment. Even when vehicles have stopped to let us cross, there has been someone getting around on the left lane, nearly hitting us.

Because Indian Trail is the only road leading directly into Spokane, it's heavily used, and drivers take advantage of speeding.

I think the intersection needs addressing, by placing a pedestrian crossing light like those toward Yokes. The pedestrian light needs to be bright enough, as I've experienced drivers not paying attention and going right through.

Also the lane reduction needs to be relocated rather than be right at that intersection, either with concrete medium or something that forces drivers to get in the right lane sooner.

One more thing. There is a tree that needs pruning on the lower limb so that one can watch traffic coming from the south on Indian Trail. (east side of Kathleen and Indian Trail)

Feel free to contact me anytime.

Thank You,
Rolf Goetzinger

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