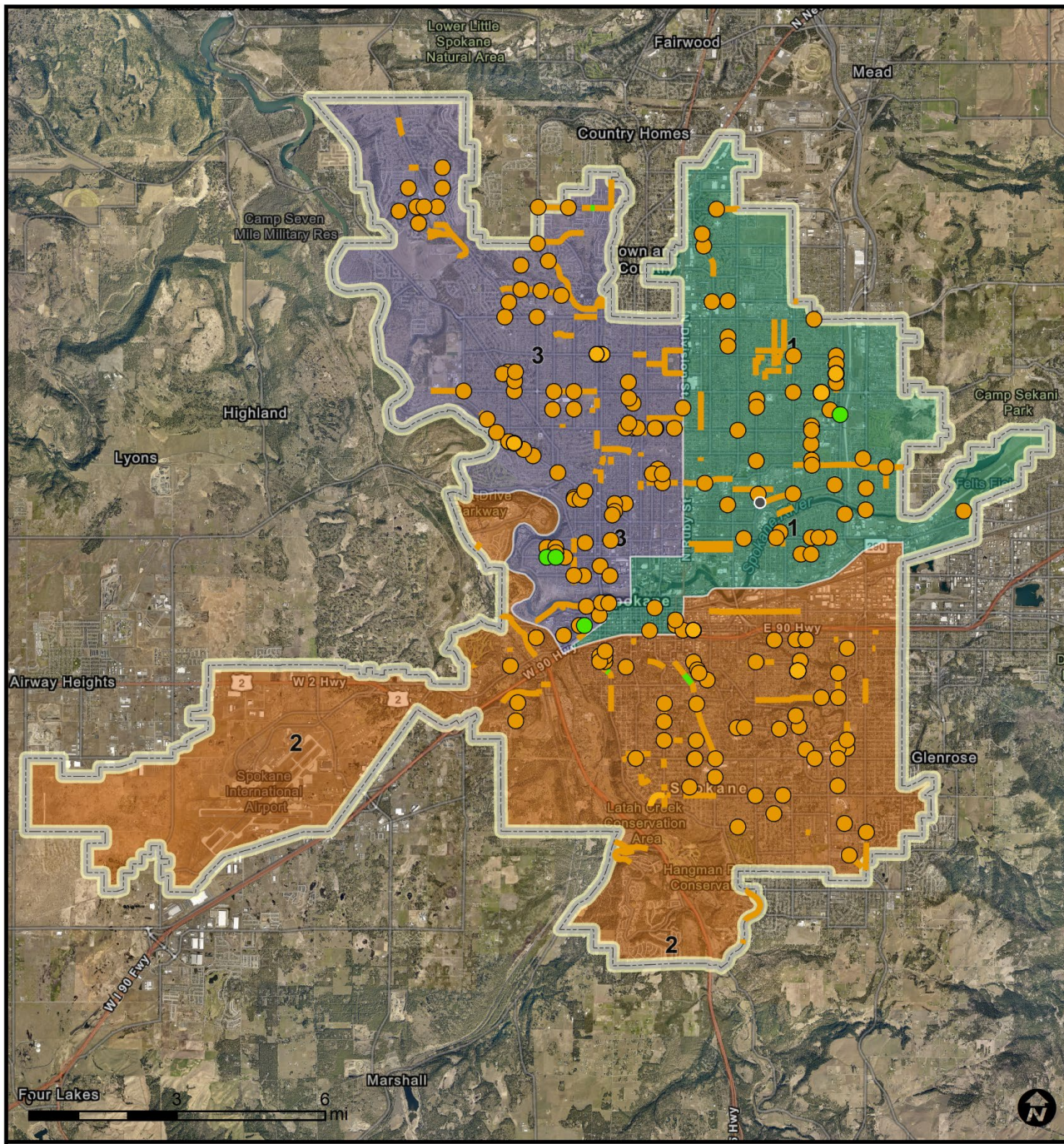


Traffic Calming Project Selection Timeline

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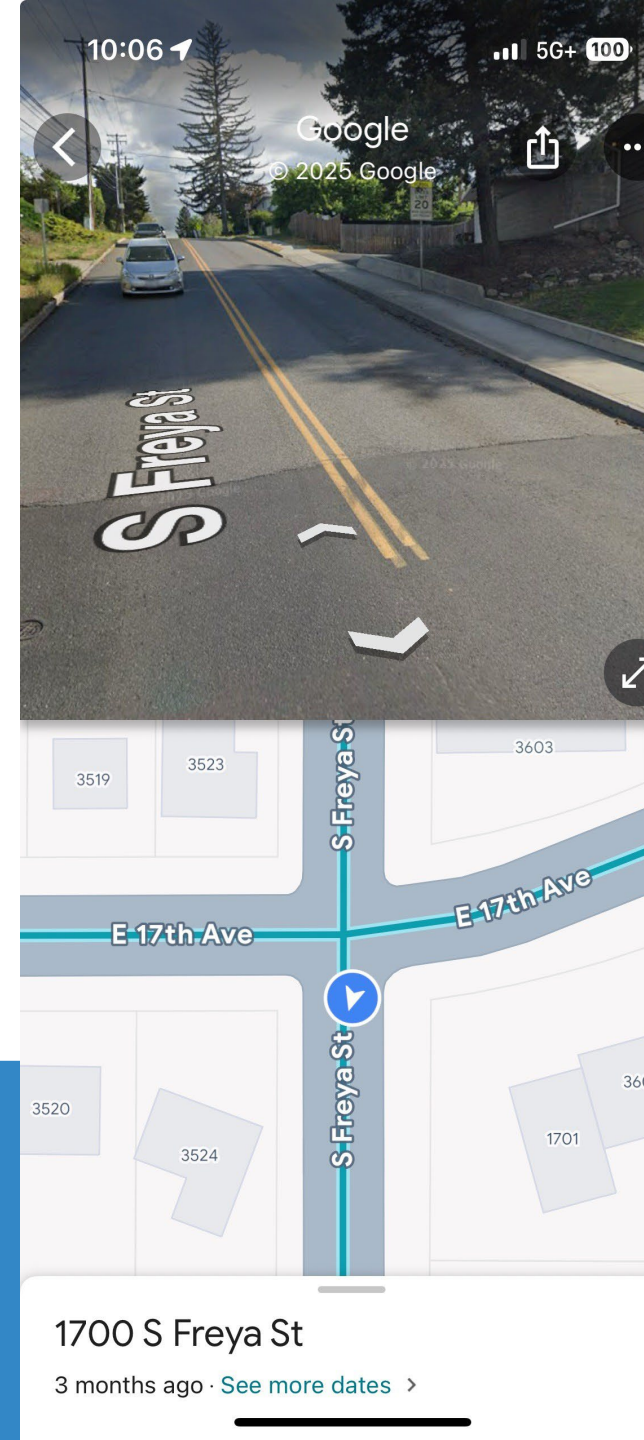
Traffic Calming Program History:

2009: First traffic cameras

2011: First traffic-calming program cycle with neighborhood applications

2022: Switch to safety problem focus instead of applications (Dowl Consultants hired to work with neighborhoods to generate a master projects list of 130+ projects for use over several years)

2024: 27-2027 resolution passed by Council, 3rd year of using Dowl list



Traffic Calming Program History, continued:

2024: Council votes to form Transportation Commission:

H. (~~Traffic Calming~~) Spokane Safe Streets for All Program - The Transportation Commission shall make annual recommendations to the City Council on the following:

1. the addition, relocation, or removal of automated traffic safety cameras consistent with Chapter 16A.64 of the Spokane Municipal Code and state law;
2. Recommendations for projects and priorities to be funded by revenues generated from automated traffic safety cameras, consistent with state and local provisions governing the use of such funds; and

2025: Transition year to incorporate Transportation Commission in process

- Council will provide guidance to TC on project selection
- Staff creates list of projects to be considered (Dowl + 27 x 2027)
- Staff works with Council to create a matrix to help evaluate projects
- TC receives feedback throughout the fall from neighborhood councils and the public
- TC narrows a list to a final list for consideration by Council

Evolving the Traffic Calming Program:

- Safety numbers aren't getting better
- Need to shift from only isolated spot solutions to adding systemic-citywide improvements as well
- More emphasis on connectivity



RCW 46.63.220 (13)

(i) The automated traffic safety camera program revenue used by a county or city with a population of 10,000 or more for purposes described in (a)(i) of this subsection must include the use of revenue in census tracts of the city or county that have household incomes in the lowest quartile determined by the most currently available census data and areas that experience rates of injury crashes that are above average for the city or county. Funding contributed from traffic safety program revenue must be, at a minimum, proportionate to the share of the population of the county or city who are residents of these low-income communities and communities experiencing high injury crash rates. This share must be directed to investments that provide direct and meaningful traffic safety benefits to these communities. Revenue used to administer, install, operate, and maintain automated traffic safety cameras, including the cost of processing infractions, are excluded from determination of the proportionate share of revenues under this subsection (13)(b);...”

Evaluation matrix

A	B	C	D	E	F		AH	AI	AJ	AK	AL	AM	AN
Project Site							Connectivity (33%)						
Street 1 Name	Street 2 Name	Street 3 Name	Neighborhood	District	Project Description	Graphic	Ped Gen w/in [0,.25] mi	Ped Master Plan (Y/N)	Bike Master Plan (Y/N)	27x2027 (Y/N)	School w/in 1 mi	Complete Sidewalks	# of Bus S in Trac
Ash St	Francis Ave	Courtland St	North Hill	3	Crosswalk bumpouts	2	8	✓	✓	□	✓	□	10
Riverside Ave	Division	Monroe	Riverside	1	LPI -Signal Timing Modifications	1	4	✓	✓	✓	✓	✓	16
Longfellow/Rich	Belt	Market	Audubon/Downriver	1 & 3	Neighborhood Greenway	1	21	✓	✓	✓	✓	□	12
Cook St	Illinois Ave	Francis Ave	Hillyard	1	Neighborhood Greenway	9	17	✓	✓	✓	✓	✓	12
Ray St	17th Ave	29th Ave	Lincoln Heights	2	PHB, widen sidewalk	9	5	✓	□	□	✓	✓	5
Spruce St Stairs			Peaceful Valley	3	Pedestrian Improvements	7	2	✓	□	□	✓	□	14
Northwest Boulevard	TJ Meenach	Assembly	Audubon/Downriver	3	Restripe, island elements	7	4	✓	✓	□	✓	□	10
Maple St	Ash St	Country Homes Blvd	Balboa/South Indian Trail	3	Road diet/Half of project	6	2	✓	✓	□	✓	□	1
Hamilton St/Marietta Ave	Hamilton St	Columbus St	Logan	1	Pedestrian Improvements	4	3	✓	□	□	✓	□	9
Center St	Illinois Ave		Logan	1	Protected Bike Lane	3	5	□	✓	✓	✓	□	4
Market St/Illinois Ave	Haven St		Bemiss	1	Feedback Sign	7	1	✓	□	□	✓	✓	7.5
Mission Ave	Crestline St		Chief Garry Park	1	Speed Feedback Signs	4	5	✓	□	□	✓	□	5
Lidgerwood	Empire Ave	Wellesley	Nevada Heights	1	Greenway features	3	5	□	✓	✓	✓	□	6
Adams/Jefferson	4th or 5th	27th Ave	Cliff/Cannon	2	Neighborhood Greenway	0	8	✓	✓	✓	✓	□	9
11th Ave	Southeast Blvd	Ben Burr Trail	East Central	2	Neighborhood Greenway & Protec	3	3	✓	✓	✓	✓	□	6
6th Ave	6th Ave	6th Ave	6th Ave	2	Curb Extensions	6	5	✓	□	□	✓	✓	6

Timeline: August - October 2025

- Aug. 20:** Present to Transportation Commission preview of traffic-calming selection process.
- Aug. 26:** Present process to PETT Committee
- Sept. 4:** Present process to Community Assembly
- Sept. 17:** Present large list of potential projects for Transportation Commission feedback.
- Oct. 7:** Deadline for neighborhood councils to provide written comment.
- Oct. 15:** Present narrowed, medium-sized list for Transportation Commission feedback.

Timeline: November - December 2025

Nov. 12: Final Transportation Commission hearing and vote. Final list will be forwarded to Council for action.

Nov. 17: Update to PIES.

Nov. 24: Council first reading.

Dec. 1: Council final reading and vote.

January 2026

Begin work on creating new multi-year process including potential new round of outreach and consultant work to create a new multi-year list.

Jon Snyder

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Cycle 14

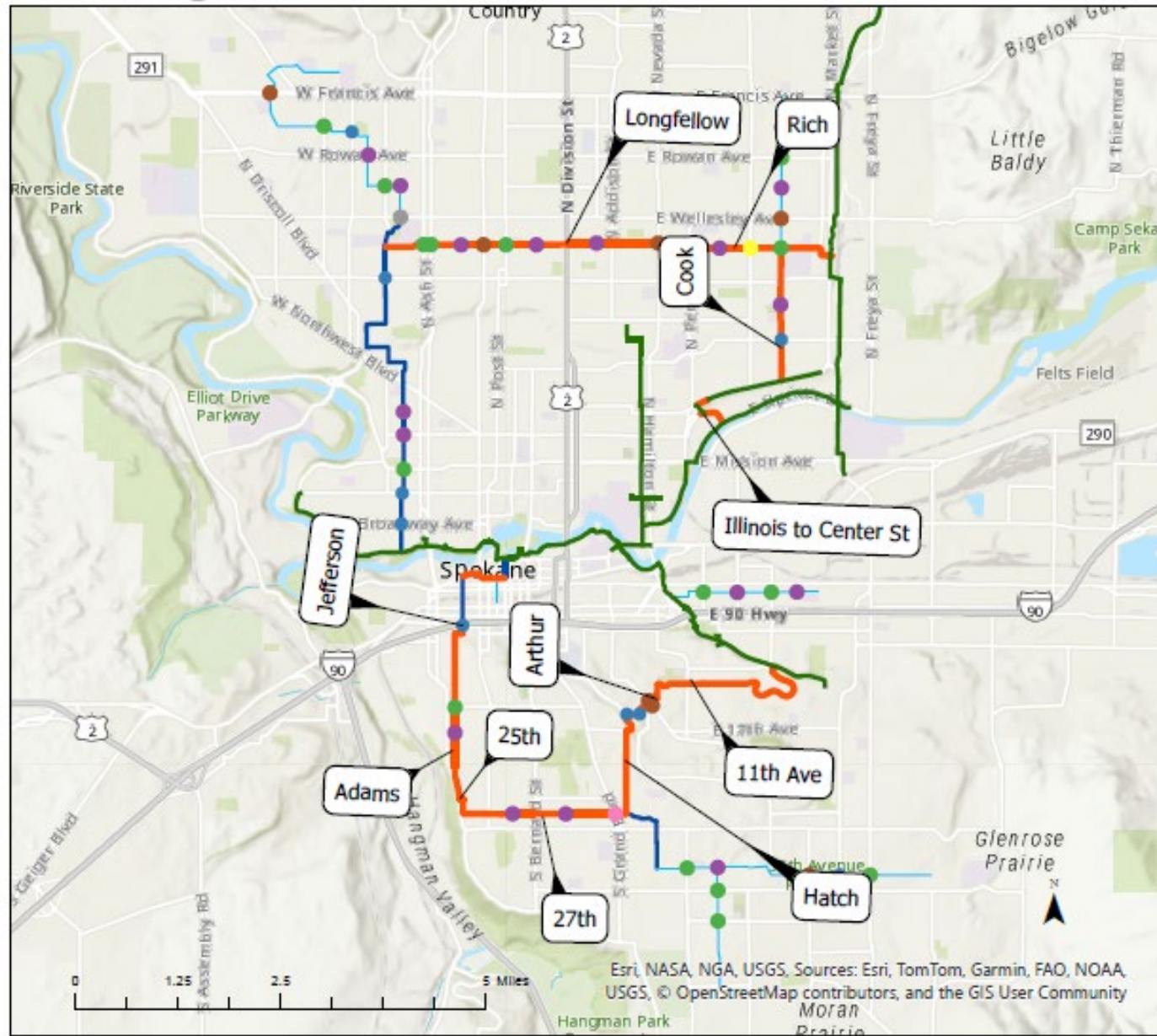
Traffic Calming

**(2026 adaptive projects and 2027
standard projects)**

Ranked Neighborhood Project List

Neighborhood	Project	Sum of funding Request	Adjusted Funding w/ Adaptive or Reduced Design Strategy	Workshop #1 Priority	Workshop #2 Priority
Bemiss	Market Street Speed Display (Garland to Illinois)	\$ 50,000.00		2	ns
Chief Garry	Mission @ Crestline and Chief Garry Park Speed Display sign	\$ 93,000.00	\$ 93,000.00	-	2
Hillyard	Bruce - Crestline to Lee (RRFB)	\$ 499,000.00		-	2
Logan	Logan Elementary SRTS (2-3 blocks of sidewalk)	\$ 446,000.00		-	2
Minnehaha	Euclid-Frederick Corridor (Sycamore to Havana sidewalk infill and ramps)	\$ 1,048,000.00	\$ 300,000.00	1	ns
Nevada Heights	Lidgerwood -Empire to Wellesley (greenway features)	\$ 770,000.00	\$ 600,000.00	2	ns
Riverside	LPI Implementation (Round 2)	\$ 25,000.00	\$ 25,000.00	-	2
Shiloh Hills	Standard @ St Thomas More Way (sidewalk)	\$ 240,000.00		-	2
Whitman	Pittsburg - Central to Francis sidewalk	\$ 221,000.00		-	1
Cliff Cannon	Cliff Drive @ Edwidge Woldson	\$ 1,115,000.00		-	3
Cliff Cannon (and Rockwood)	Grand Blvd - 9th to 17th restripe to 3 lanes	\$ 1,510,000.00		-	1 tied
Comstock	33rd @ Lincoln Dr	\$ 134,000.00	\$ 50,000.00	-	2 tied
East Central	Grant Elementary	\$ 10,000.00		-	2
Grandview-Thorpe	16th Ave -Milton to 17th sidewalk	\$ 1,886,000.00		-	1
	14th Ave Sidewalk - Trolley Trail to Fish Lake Trail	\$ 747,000.00	\$ 747,000.00	-	3
Latah-Hangman	Qualchan sidewalk (Lincoln to Cheney-Spokane) from Sunny Creek	\$ 2,369,000.00	\$ 500,000.00	6b	ns
Lincoln Heights	Ray (17th to 29th) PHB and widen sidewalk	\$ 853,000.00		-	3
Manito-Cannon Hill	25th (Bernard to Tekoa)	\$ 382,000.00	TBD	-	3
Rockwood	Rockwood (11th to 12th)	\$ -		-	4

Candidate Projects – 27 X 2027



Recently Completed Cycle 12 Projects

Riverside Neighborhood Leading Pedestrian Interval



Rockwood 13th/Grand



Brownes Addition 2nd/Elm Bumpouts



Comstock 37th/Bernard



Cliff-Cannon Cedar Street



Emerson-Garfield

Euclid Avenue speed humps



Minnehaha Cooper Elementary Bumpouts



Freya Street (not traffic calming) New shared-use pathway



THANK YOU

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