



Agenda Sheet for City Council:

Committee: PIES **Date:** 11/17/2025

Committee Agenda type: Discussion

Council Meeting Date: 12/08/2025

Date Rec'd	11/11/2025
Clerk's File #	RES 2025-0114
Cross Ref #	
Project #	
Bid #	
Requisition #	
Agenda Item Type	Resolutions
Council Sponsor(s)	KKLITZKE BWILKERSON
Sponsoring at Administrators Request	NO
Lease? NO	Grant Related? NO
Agenda Item Name	RESOLUTION APPROVING 2027 "SAFE STREETS FOR ALL" PROJECTS

Agenda Wording

A Resolution approving year 2027 applications and adaptive projects to be paid from the Spokane Safe Streets for All Fund.

Summary (Background)

This is a transition year where staff and the City Council subcommittee have largely turned over responsibilities to the Transportation Commission when it comes to selecting the next round of projects, be it quick build (2026), construction (2027), or completion of the 27 x 27 network for safe connectivity across the city. Transportation Commission has taken the list of neighborhood priorities and has been winnowing down the list for the next round of funding. There was a hearing at their September meeting, public comment at the October meeting, and there will be a final hearing in November with a recommendation to City Council for specific project selection. It is important to note a few factors informing decision-making: funding; equitable distribution across council districts; safety; interdepartmental considerations (future projects, grant opportunities, this makes more sense as a Parks project as opposed to traffic calming), etc. Resolution is in draft form pending final recommendations from the Transportation Commission.

Adopted by Spokane City Council
on: 12/08/2025

City Clerk

What impacts would the proposal have on historically excluded communities?

This program is meant to address safety concerns across our city, ensuring that revenue generated from photo red and speed cameras go back into our community in a manner that creates a safer built environment for all users of the road, be it pedestrians, cyclists, drivers, or transit users.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Staff has used a matrix, delineating safety, connectivity, and demographic information in order to be in compliance with state legislation and to steer discussion and decision-making in a productive and cohesive manner

How will data be collected regarding the effectiveness of this program, policy, or product to ensure it is the right solution?

Quick build projects are measured for whether their “temporary” nature warrants more permanent intervention/what type of intervention; traffic calming projects are considered and balanced with camera locations and possible need for future study. Other departmental considerations are taken into account when considering whether a traffic calming project is the “right” solution.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Neighborhood Councils originally proposed their concerns and then prioritized their solutions; the City Council is committed to supporting traffic calming and multi-modal transportation; Capital Improvement and the Comprehensive Plan supports enhancement of our streets and safety for all users.

Council Subcommittee Review

The final allocations will consider recommendations from the the city's Transportation Commission. No council subcommittee review is anticipated.

Fiscal Impact

Approved in Current Year Budget? YES

Total Cost **\$ 5,857,880**Current Year Cost **\$ 200,000**Subsequent Year(s) Cost **\$ 5,657,000****Narrative**

The resolution calls for spending from SSSFA of \$1.74M for 2027 construction, \$200,000 in SSSFA funds for 2026 Quick-Build (Adaptive Design projects); and \$3,917,880 toward 27 x 2027 projects.

Amount**Budget Account**

Select	\$	#

Funding Source Recurring**Funding Source Type** Program Revenue**Is this funding source sustainable for future years, months, etc?**

Yes

Expense Occurrence Recurring**Other budget impacts (revenue generating, match requirements, etc.)****Approvals****Additional Approvals**Dept HeadDivision DirectorAccounting Manager

ZOLLINGER, NICHOLAS

Legal

SCHOEDEL, ELIZABETH

For the Mayor**Distribution List**

publicworksaccounting@spokaneicity.org

jsnyder@spokaneicity.org

RESOLUTION NO. 2025-0114

A Resolution approving year 2027 applications and adaptive projects to be paid from the Spokane Safe Streets for All Fund.

WHEREAS, the City of Spokane maintains a special revenue fund into which revenues from automated traffic safety cameras are deposited, codified under Section 07.08.148 of the Spokane Municipal Code and known as the “Safe Streets For All Fund,” and formerly known as the Traffic Calming Measures Fund; and

WHEREAS, the City Council historically has adopted resolutions regarding the allocation of funds generated from automated traffic safety cameras, with the most recent allocation set forth in Resolution 2025-0005; and

WHEREAS, throughout the years 2022 and 2023, City staff have conducted extensive outreach among and with the 29 neighborhoods in Spokane to finalize their list of priority traffic calming projects; and

WHEREAS, in 2024, the Washington State Legislature enacted Engrossed Substitute Senate Bill 2384, which, among other provisions, allows revenues generated from automated safety-camera programs to be devoted to a broader array of safe streets measures, including stops signs, adaptive design, and speed tables and has guidelines on the use of equity analyses required in the placement of traffic enforcement cameras and projects funded by the revenues of traffic enforcement cameras; and

WHEREAS, on June 24, 2024, the City Council adopted Resolution 2024-0053, titled “Janet Mann Safe Streets Now!” and requesting implementation of pilot adaptive design strategies into traffic calming projects; and

WHEREAS, in 2024 the City Council also established the municipal Transportation Commission, including among its duties and responsibilities the obligation to make annual recommendations to the City Council on the “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

WHEREAS, on October 20, 2025, the City Council adopted Resolution 2025-0084, authorizing the total sum of \$6,450,000 in Spokane Safe Streets for All funds to be used for permanent and adaptive (“Quick Build”) projects in 2026, and up to \$8,875,000 in Spokane Safe Streets funds for safe street projects in 2027, which resolution was adopted to guide the Transportation Commission when crafting its recommendations to the City Council pursuant to Section 04.40.080.H SMC; and

WHEREAS, the Transportation Commission finalized its recommendations to the City Council on November 12, 2025; and

WHEREAS, consistent with its prior resolutions, and consistent with the recommendations of the Transportation Commission, the City Council endorses the use of revenues in the Spokane Safe Streets for All Fund for the projects identified in Exhibit A to this resolution, with the actual continuation of projects in 2026 to be as set forth in the resolution; and

NOW, THEREFORE, BE IT RESOLVED that, consistent with its prior resolutions, and consistent with the recommendations of the Transportation Commission, the City Council approves of the use of revenues in the Safe Streets for All Fund for the traffic calming projects for the year 2027 as identified in Exhibit A; and

IT IS FURTHER RESOLVED, that the City Council requests and approves of the 2026 Adaptive Design ("Quick Build") projects identified in Exhibit A; and

IT IS FURTHER RESOLVED, that the City Council requests and approves of the 2027 27 by 2027 Network projects identified in Exhibit A; and

IT IS FURTHER RESOLVED, the total cost of all projects approved under this resolution and charged to the Spokane Safe Streets for All Fund for years 2026 and 2027 shall not exceed \$5,857,850, and shall be selected from among those projects identified in the attached Exhibit A; and

IT IS FURTHER RESOLVED, that any approved project may be substituted for one of the listed alternate projects on Exhibit A should an alternative source of funding for said project materialize; and

IT IS FURTHER RESOLVED, that additional projects funded by "Spokane Safe Streets for All" fund for the year 2027 shall be by separate resolution; and

AND IT IS FURTHER RESOLVED that nothing in this resolution shall be deemed to alter the allocations and funding set forth in the "Cycle 13" projects in Resolution 2025-0005 or to otherwise affect projects already underway as of the date of this resolution.

ADOPTED by the City Council this 8th day of December, 2025.



City Clerk

Approved as to form:



City Attorney



RESOLUTION 2025-0114

Exhibit A

Project Title	District	Cost Estimate	Anticipated Construction
Standard St; St Thomas More Way: Infill sidewalks, 20MPH when flashing signs	1	\$240,000	2027
Center St; Illinois Ave : Protected Bike Lane	1	\$1,074,000	2027
Cook St; Illinois Ave - Francis Ave: Neighborhood Greenway	1	\$52,500	2026
Longfellow/Rich; Belt St - Market St: Neighborhood Greenway	1	\$550,000	2027
Ray St; 17th Ave - 29th Ave: PHB at Ray/23rd or Ray/24th	2	\$500,000	2027
11th Ave; Southeast Blvd - Ben Burr Trail: Neighborhood Greenway & Protected Bike Lane	2	\$856,755	2027
27th Ave; Jefferson St - Hatch St: Neighborhood Greenway	2	\$566,125	2027
Adams/Jefferson; 4th or 5th - 27th Ave: Neighborhood Greenway	2	\$88,605	2026
Hatch; 27th Ave - Southeast Blvd: Neighborhood Greenway & Protected Bike Lane	2	\$179,895	2027
2nd Ave; Cannon St : Bumpouts	3	\$50,000	2026
Ash St/Maple St; Francis Ave to Maple St Bridge: Traffic Study for Speed Reduction	3	\$150,000	2026
Buckeye Ave; Washington St : Intersection Improvements - signal modifications	3	\$200,000	2027
Francis Ave; Cannon St/Belt St: Pedestrian Crossing	3	\$450,000	2027
Spruce St Stairs : Rebuild	3	\$350,000	2027
Longfellow Ave/Rich Ave; Belt St - Market St: Neighborhood Greenway	3	\$550,000	2027

Alternates (listed in order of priority)

Bumpouts: Lidgerwood St at Rowan Ave, Illinois Ave at Columbus St, Illinois Ave at Cincinnati	1	TBD	2026
Riverside Ave; Maple St: Pedestrian Improvements	3	TBD	2027

*Highlighted projects note 27 x 2027; Quick-builds are slated for 2026; Construction is slated for 2027

RES 2025-0114 (KLITZKE ZAPPONE AMENDMENT) (12-04-25)v2

PURPOSE OF AMENDMENT: This amendment, if adopted, will (1) add an additional resolution requesting the Mayor direct staff to present elements of the “Quick-build” pilot program to the City Council no later than April 15, 2026 and (2) revise the names for two of the District 3 projects in Exhibit A to “Maple/Ash corridor speed control pilot” and “Francis Ave; Cannon St Pedestrian Crossing.”

Strike the entirety of the resolution (including exhibit A) and substitute the following in its place:

RESOLUTION NO. 2025-0114

A Resolution approving year 2027 applications and adaptive projects to be paid from the Spokane Safe Streets for All Fund.

WHEREAS, the City of Spokane maintains a special revenue fund into which revenues from automated traffic safety cameras are deposited, codified under Section 07.08.148 of the Spokane Municipal Code and known as the “Safe Streets For All Fund,” and formerly known as the Traffic Calming Measures Fund; and

WHEREAS, the City Council historically has adopted resolutions regarding the allocation of funds generated from automated traffic safety cameras, with the most recent allocation set forth in Resolution 2025-0005; and

WHEREAS, throughout the years 2022 and 2023, City staff have conducted extensive outreach among and with the 29 neighborhoods in Spokane to finalize their list of priority traffic calming projects; and

WHEREAS, in 2024, the Washington State Legislature enacted Engrossed Substitute Senate Bill 2384, which, among other provisions, allows revenues generated from automated safety-camera programs to be devoted to a broader array of safe streets measures, including stops signs, adaptive design, and speed tables and has guidelines on the use of equity analyses required in the placement of traffic enforcement cameras and projects funded by the revenues of traffic enforcement cameras; and

WHEREAS, on June 24, 2024, the City Council adopted Resolution 2024-0053, titled “Janet Mann Safe Streets Now!” and requesting implementation of pilot adaptive design strategies into traffic calming projects; and

WHEREAS, in 2024 the City Council also established the municipal Transportation Commission, including among its duties and responsibilities the obligation to make annual recommendations to the City Council on the “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

WHEREAS, on October 20, 2025, the City Council adopted Resolution 2025-0084, authorizing the total sum of \$6,450,000 in Spokane Safe Streets for All funds to be used for permanent and adaptive (“Quick Build”) projects in 2026, and up to \$8,875,000 in Spokane Safe Streets funds for safe street projects in 2027, which resolution was adopted to guide the Transportation Commission when crafting its recommendations to the City Council pursuant to Section 04.40.080.H SMC; and

WHEREAS, the Transportation Commission finalized its recommendations to the City Council on November 12, 2025; and

WHEREAS, consistent with its prior resolutions, and consistent with the recommendations of the Transportation Commission, the City Council endorses the use of revenues in the Spokane Safe Streets for All Fund for the projects identified in Exhibit A to this resolution, with the actual continuation of projects in 2026 to be as set forth in the resolution; and

NOW, THEREFORE, BE IT RESOLVED that, consistent with its prior resolutions, and consistent with the recommendations of the Transportation Commission, the City Council approves of the use of revenues in the Safe Streets for All Fund for the traffic calming projects for the year 2027 as identified in Exhibit A; and

IT IS FURTHER RESOLVED, that the City Council requests and approves of the 2026 Adaptive Design (“Quick Build”) projects identified in Exhibit A; and

IT IS FURTHER RESOLVED, that the City Council requests and approves of the 2027 by 2027 Network projects identified in Exhibit A; and

IT IS FURTHER RESOLVED, the total cost of all projects approved under this resolution and charged to the Spokane Safe Streets for All Fund for years 2026 and 2027 shall not exceed \$5,857,850, and shall be selected from among those projects identified in the attached Exhibit A; and

IT IS FURTHER RESOLVED, that any approved project may be substituted for one of the listed alternate projects on Exhibit A should an alternative source of funding for said project materialize; and

IT IS FURTHER RESOLVED, that additional projects funded by "Spokane Safe Streets for All" fund for the year 2027 shall be by separate resolution; and

IT IS FURTHER RESOLVED, that the City Council requests the Mayor direct staff to work with stakeholders to review the two years of the "quick-build" pilot, and make recommendations of the expansion of the program to the City Council no later than April 15, 2026; and

AND IT IS FURTHER RESOLVED that nothing in this resolution shall be deemed to alter the allocations and funding set forth in the "Cycle 13" projects in Resolution 2025-0005 or to otherwise affect projects already underway as of the date of this resolution.

ADOPTED by the City Council this _____ day of _____, 2025.

City Clerk

Approved as to form:

City Attorney

RESOLUTION 2025-0114

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Certificate Of Completion

Envelope Id: E7CBF411-EEF5-494C-8593-167F54F1C1ED Status: Completed

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City Clerk

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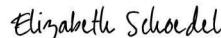
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eschoedel@spokanecity.org

Assistant City Attorney - approved as to form only

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Terri L. Pfister



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tpfister@spokanecity.org

City Clerk

City of Spokane

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Status

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Certified Delivery Events	Status	Timestamp
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Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	12/9/2025 10:48:11 AM
Certified Delivered	Security Checked	12/12/2025 1:03:18 PM
Signing Complete	Security Checked	12/12/2025 1:03:28 PM
Completed	Security Checked	12/12/2025 1:03:28 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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Required hardware and software

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	Allow per session cookies

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- Until or unless I notify SHI International Corp OBO City of Spokane as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by SHI International Corp OBO City of Spokane during the course of my relationship with you.