



# *Link Spokane:* **Plan Commission - Transportation Chapter Update**

# What is Link Spokane?

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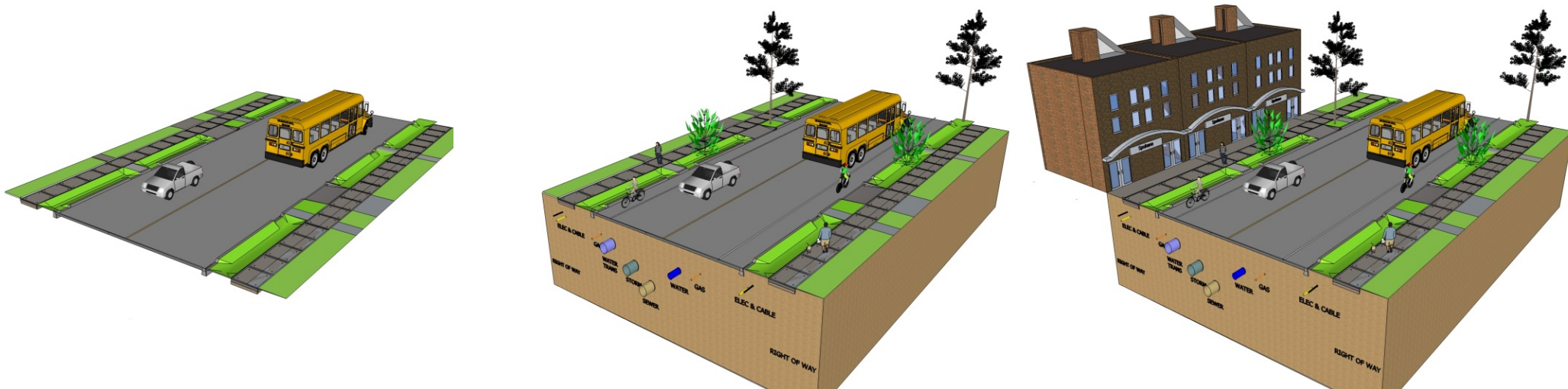
- Preparing Spokane for the next 20 years – what does the city value, what does it invest in?
- ***Update*** of the Transportation Chapter of the Spokane Comprehensive Plan including Integration Framework.
- Address the current and future needs of all modes of transportation (including cars, freight, transit, pedestrians and bicyclists) while meeting the needs of the city's current and future land uses
- Designed to be fully integrated with other City investments in utilities and infrastructure



# What is Link Spokane?

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- Vision, Goals, and Priorities
- Infrastructure Integration
- Transportation - Land Use Connection











# Integrated Infrastructure Opportunities

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- Spokane incorporated in 1881 – Infrastructure nearing the end of its life
  - Streets, Water, Sewer, Storm water, Sewer Overflow
  - Public and Private Utilities
  - Inadequate services hindering redevelopment

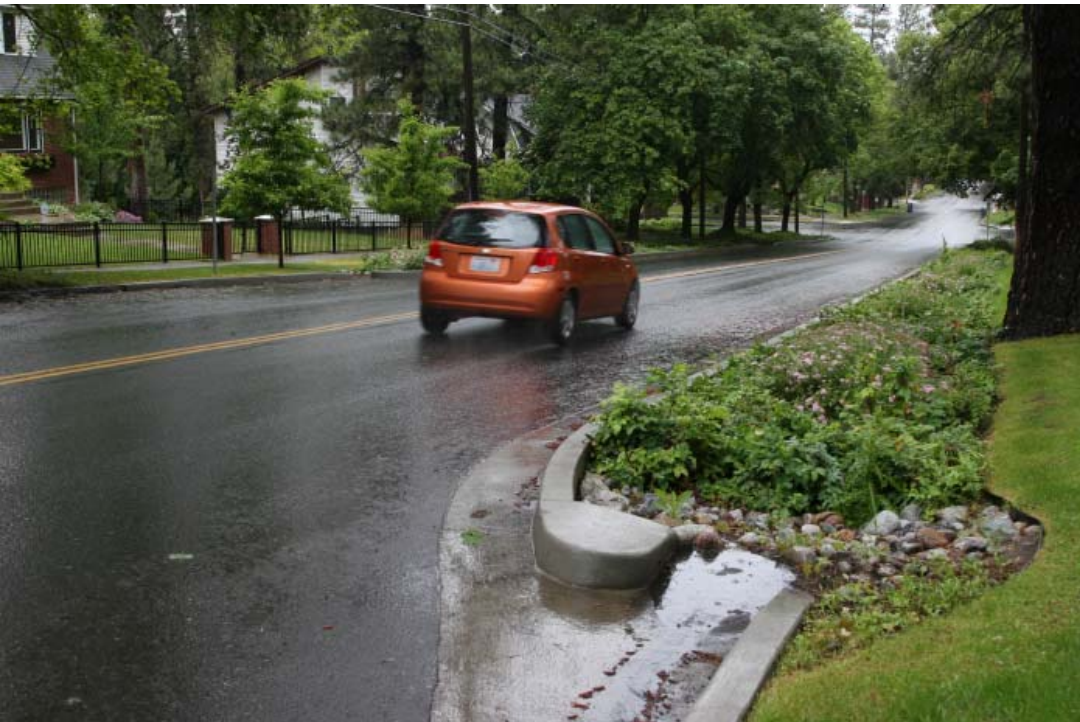




# Integrated Infrastructure

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- Predicted - Fewer Transportation Capital Dollars
  - Leverage Storm Water Runoff Spending
  - Leverage Combined Sewer Overflow Spending
  - Many (newer) Uses of Right-of-Way

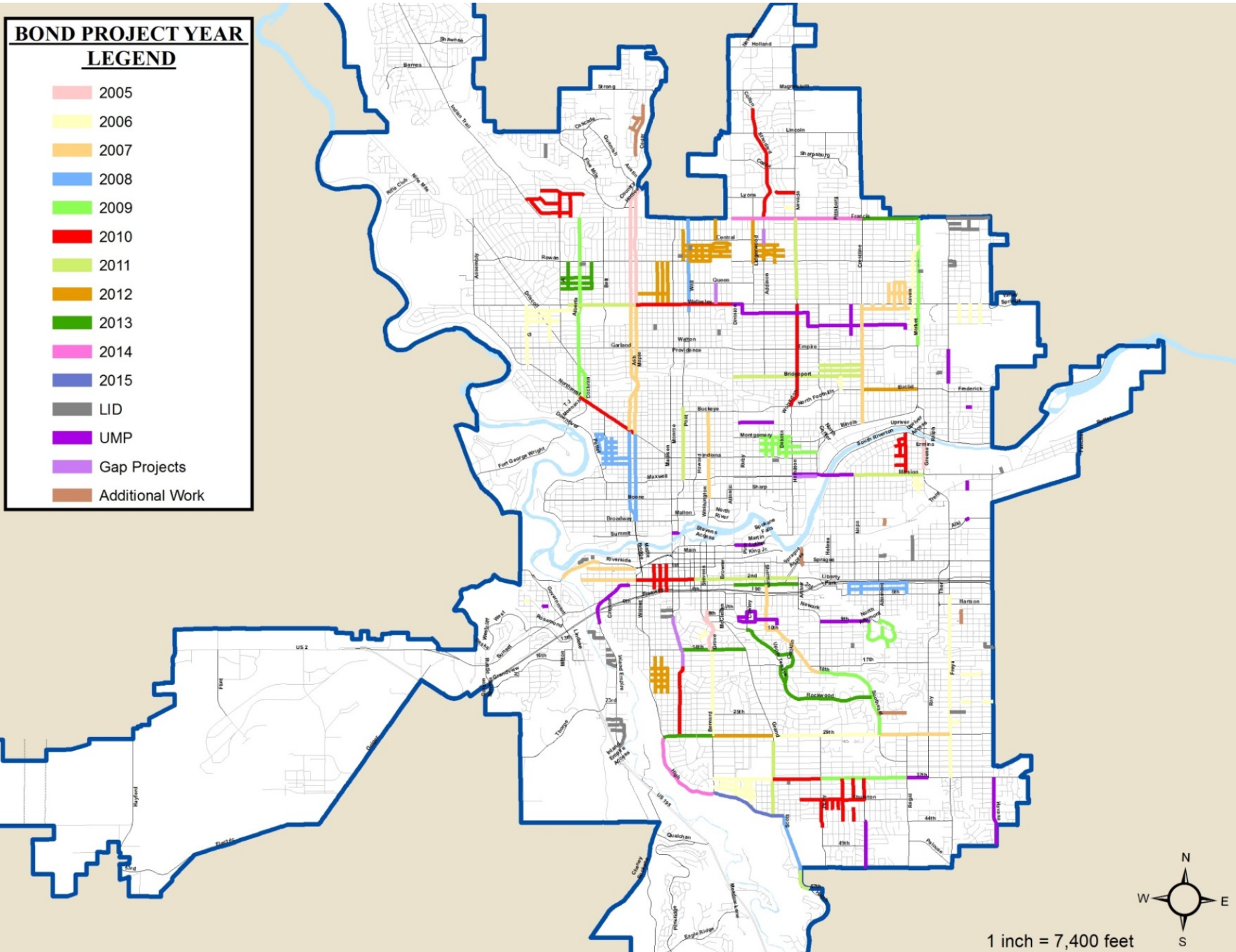


# How are Street Projects Funded?

- The City has historically relied on the **General Fund** to help pay for maintenance of roads and Federal or State **competitive grants** for capital projects.
- Recent history of new funding sources:
  - **2004**: \$117 million 10-Year Street Bond (passed by 61.3% of City voters). Completed in 2015.
  - **2008**: Transportation Impact Fee requiring new development to pay a portion of the cost of new capacity.
  - **2010**: Transportation Benefit District with \$20 vehicle License Tab Fee created by City Council for residential streets.
  - **2014**: 20-year Arterial Street Levy (passed by 78% of City voters) (maintenance & repair funding).
  - **2014**: Utility Lease Payments
  - **2015**: Stormwater Green Bonds - \$200M

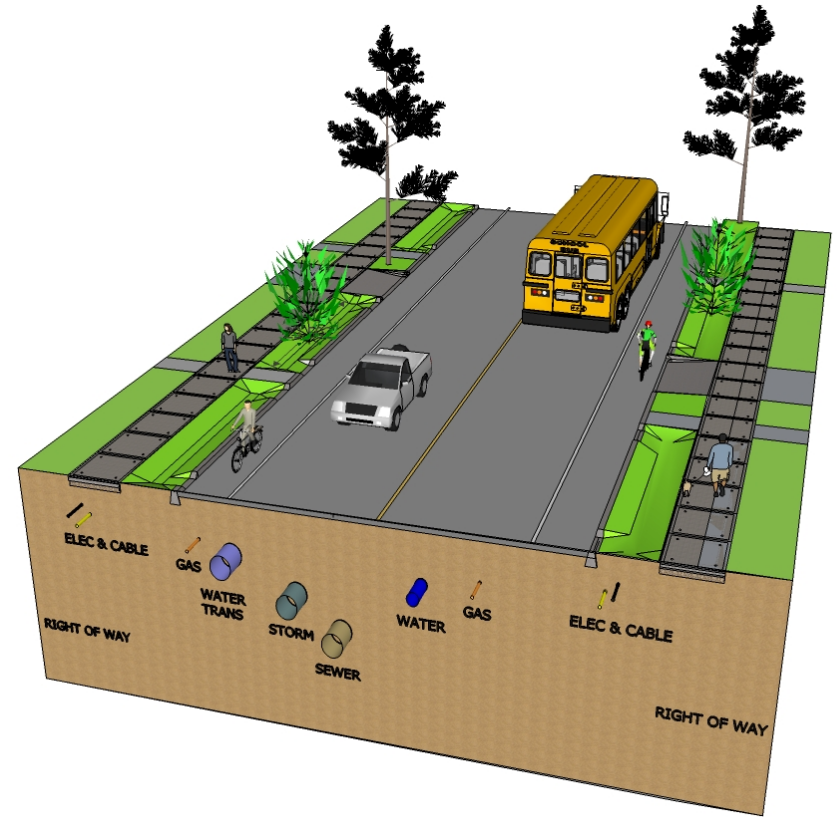


# 10-Year Street Bond Program + Gap Projects + Additional Work



# It's All About Integration!

- Integrated Streets consider:
  - Pavement condition
  - **Multi-modal** transportation components—bike lanes, pedestrian improvements, mass transit
  - Storm water management
  - Public & private **utility infrastructure**
  - **Economic Development** opportunities
- Comes together in Comp Plan update: Link Spokane



**3-Dimensional View of Streets**



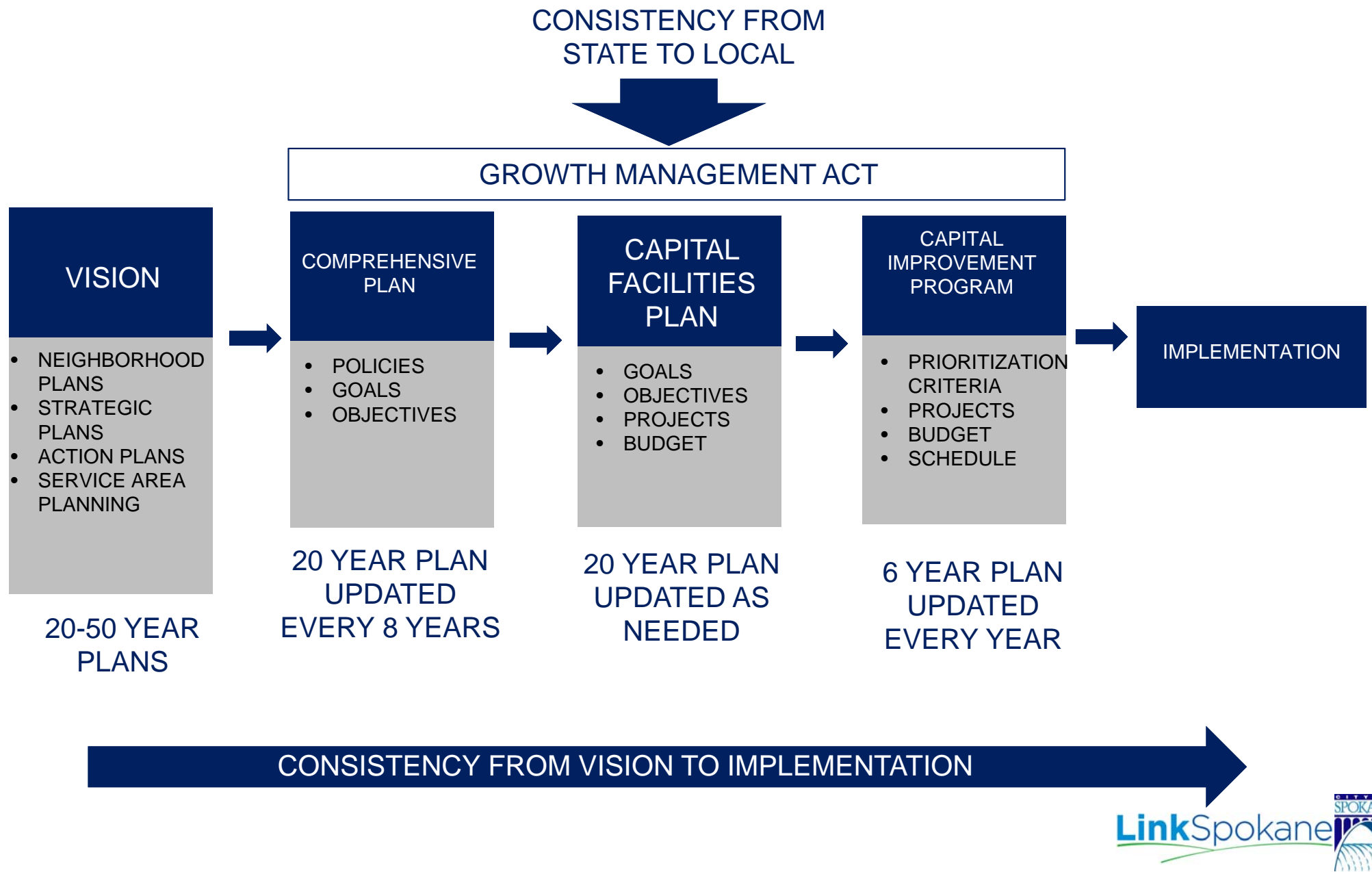
# Integrated Plan Objectives

*Environmentally & Financially Responsible*

- Cleaner River faster.
  - Prioritize work that has a greater impact on pollutants.
- Implement cost-effective & innovative technologies.
  - Add “green” technologies.
  - Right-size existing projects.
- Holistic integration with other critical infrastructure.
  - Solve multiple problems.
  - Better streets, new water mains, better parks...

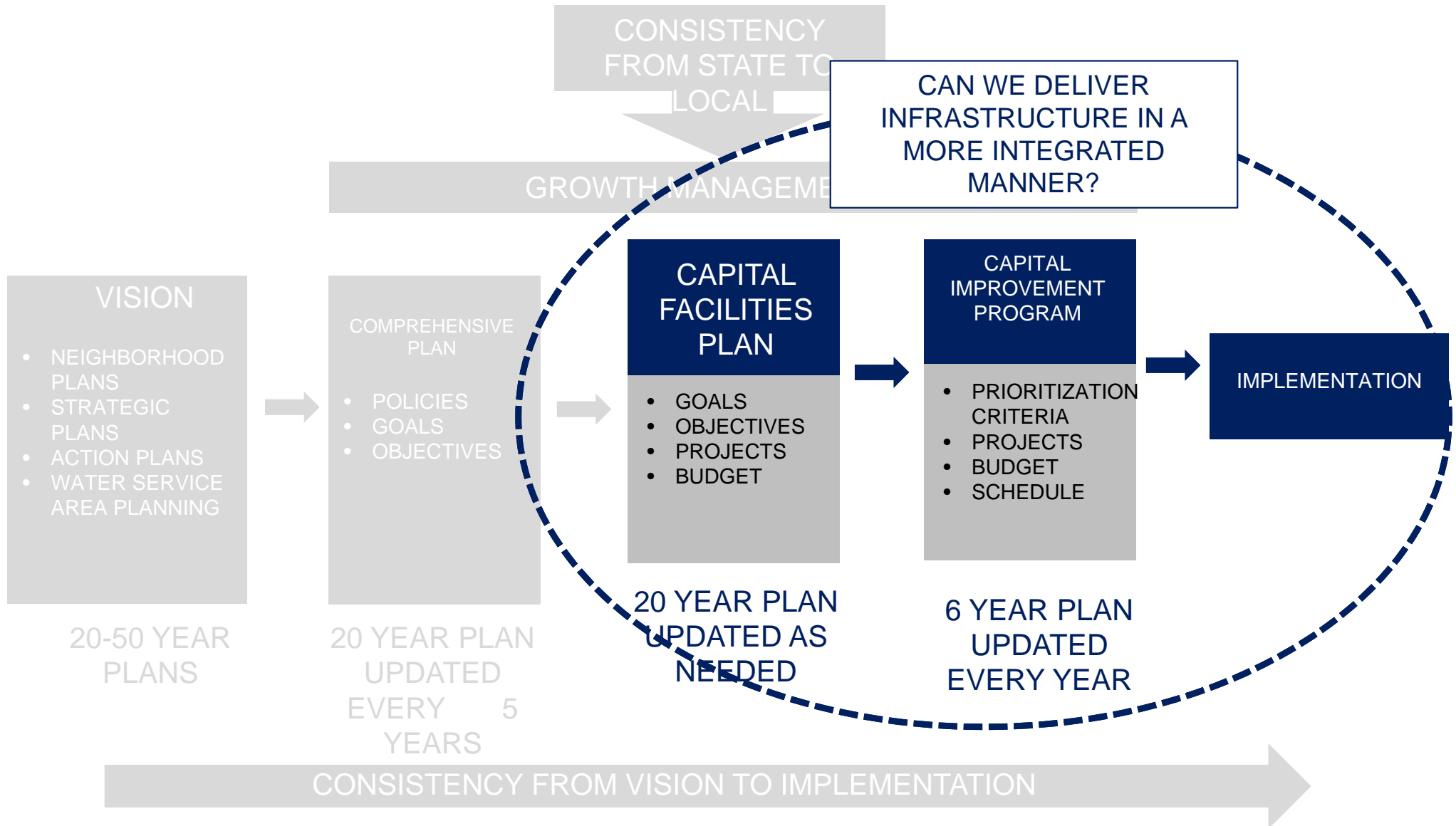


# Infrastructure Planning Context

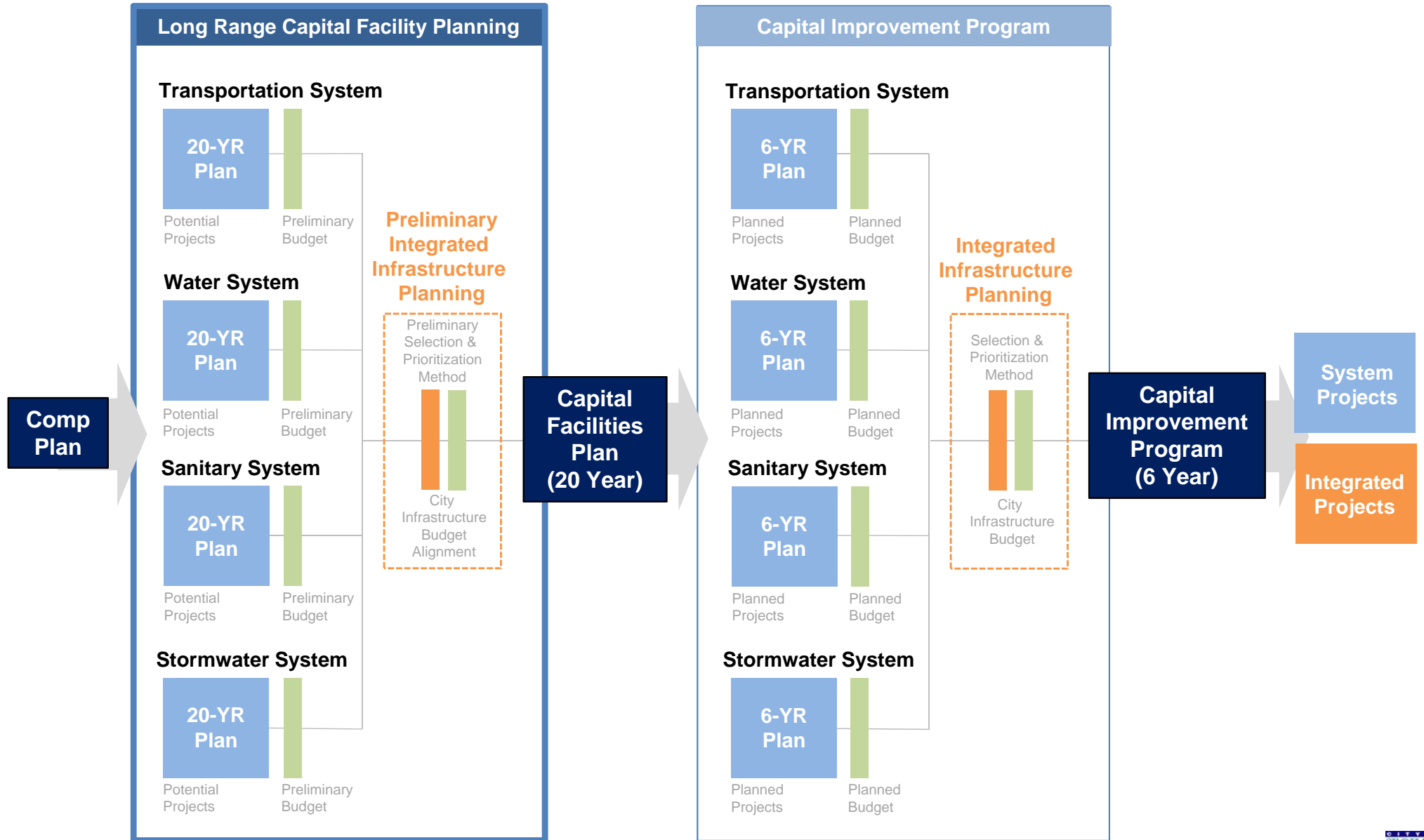




# Infrastructure Planning



# Integrated Infrastructure Framework





# What Does This All Mean?

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- Great opportunity to be SMART about how we look at our future needs within a three-dimensional, integrated right-of-way. We've developed a new framework for how we're delivering projects
- Update the Transportation Chapter to reflect this framework and put the City in the right place to accomplish what it wants
- Spokane's investment strategy will include a balanced multimodal transportation system.
- The update of the Transportation Chapter will have financially sound goals.



# *Link Spokane:* What We Have Heard – Key Themes



# Making Spokane a City of Transportation Choices

- Recognize that the car will remain the primary mode of transportation
- Provide viable transportation options
- Active Transportation (Bicycle and Pedestrian) Infrastructure





# Integration - Maximize Public Benefits/Fiscal Responsibility

- Leverage transportation investments to meet multiple objectives (e.g. stormwater & CSO)
- Improve the movement of goods
- Lower maintenance costs
- Foster vibrant business districts
- Save households \$ (i.e. the “green” dividend)





# Fix it First

- Maintain our existing transportation assets
- \$150 million backlog
- Enhance and optimize what we already have
- Spokane has a great network of existing streets to work with (60% of blocks are less than 6 acres in size)



# Health & Safety

- Promote health through transportation choices
- Leverage investments to enhance public safety and promote positive health outcomes
- “Right-sizing” on appropriate streets, have reduced crashes by nearly 30 percent
- Build active transportation choices back into our daily lives



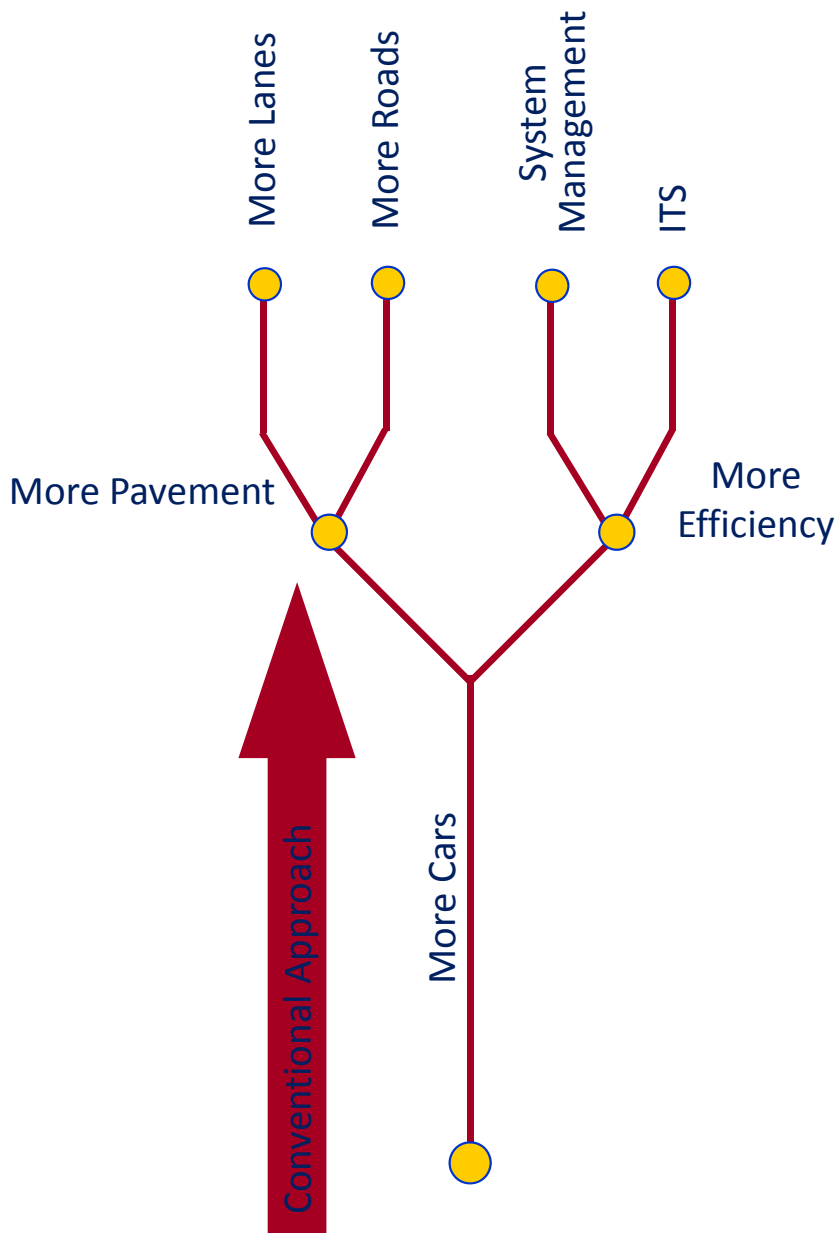


# Livable Streets

- Matching street design to the function of Spokane districts and neighborhoods
- Enhance neighborhood livability and mobility
- Livable streets are:
  - Safe and convenient for all users
  - Economically active in centers and along corridors
  - Multi-purpose and multi-functional

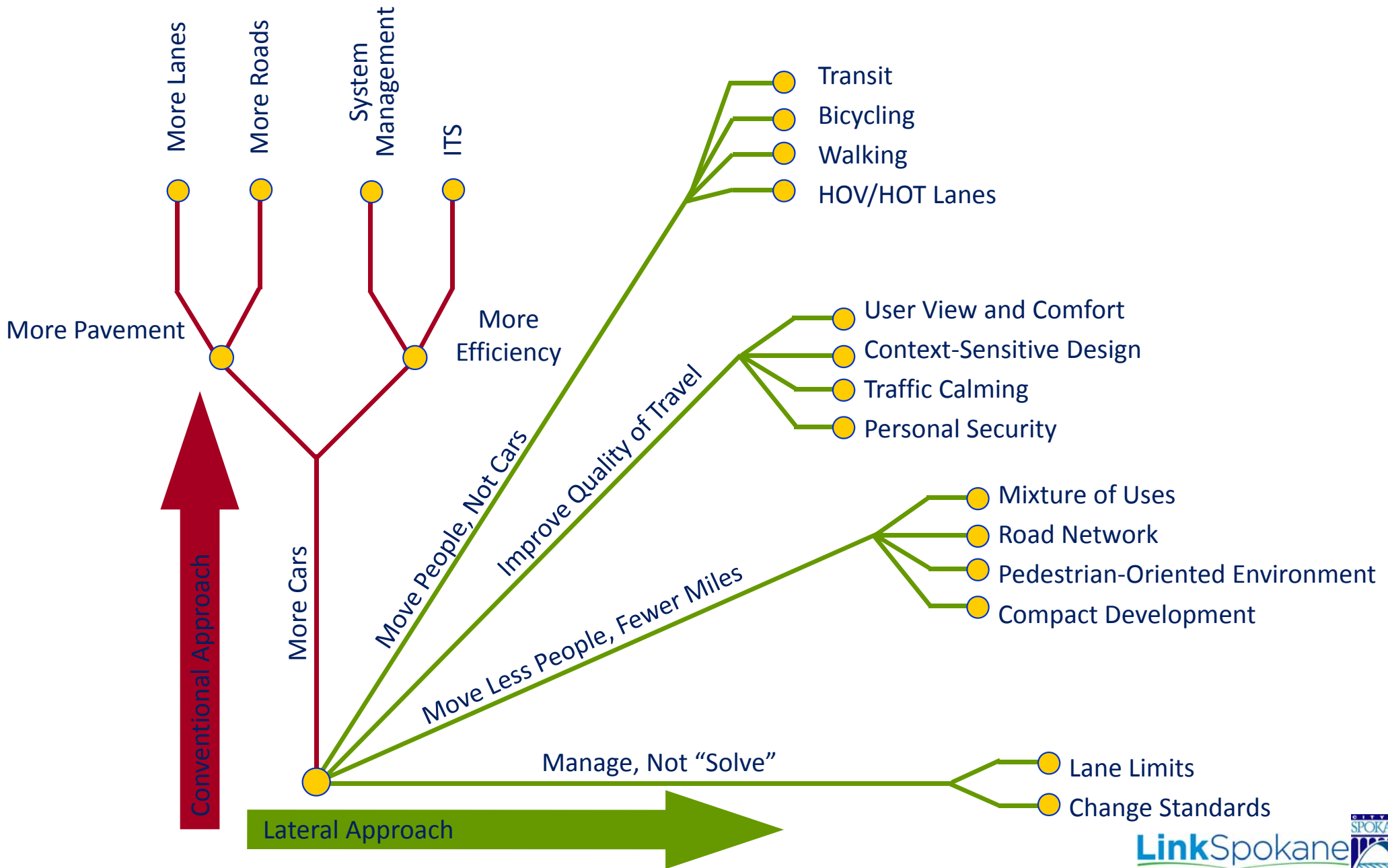


# Shift in Transportation Planning - Conventional Approach

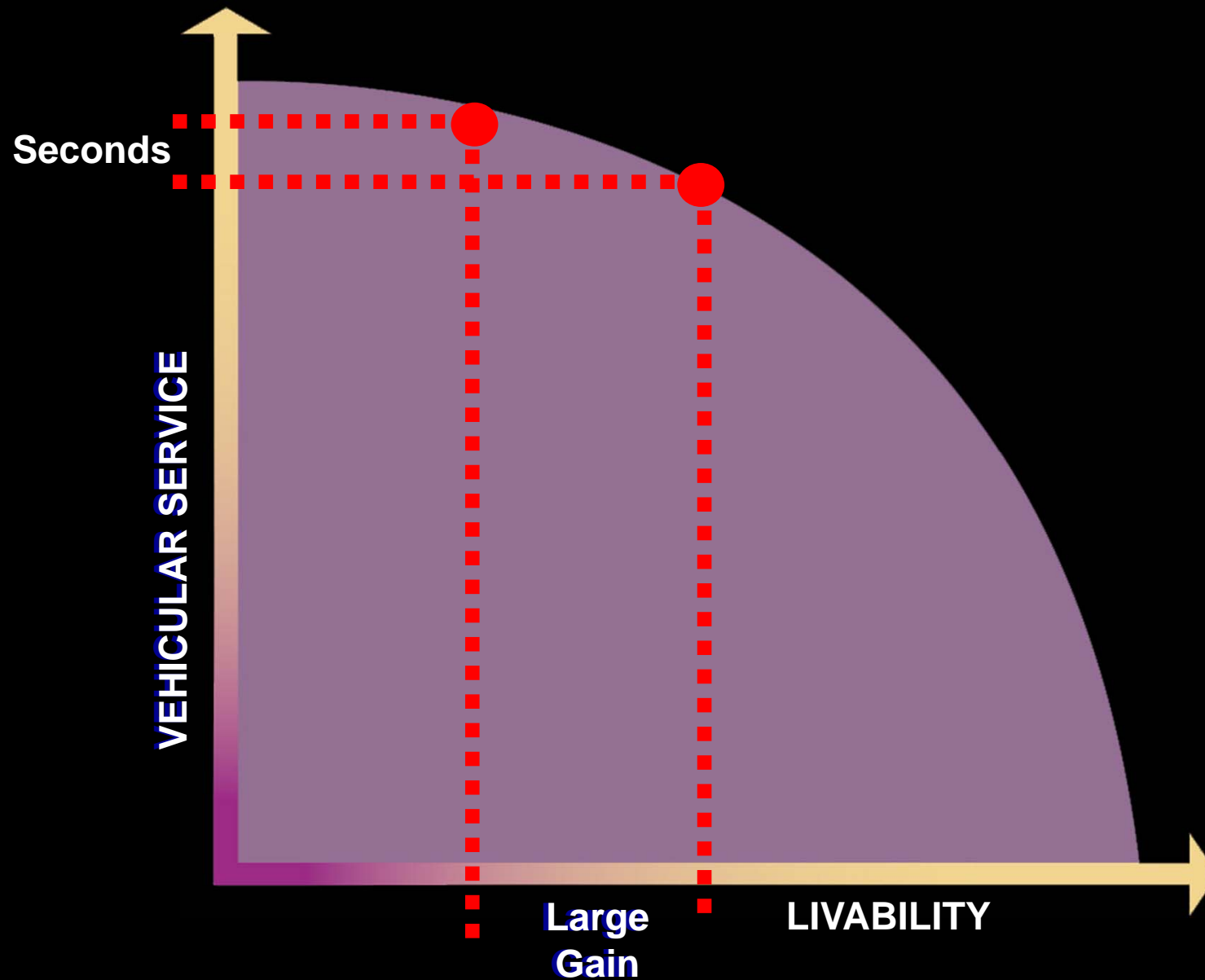




# Balanced Approach

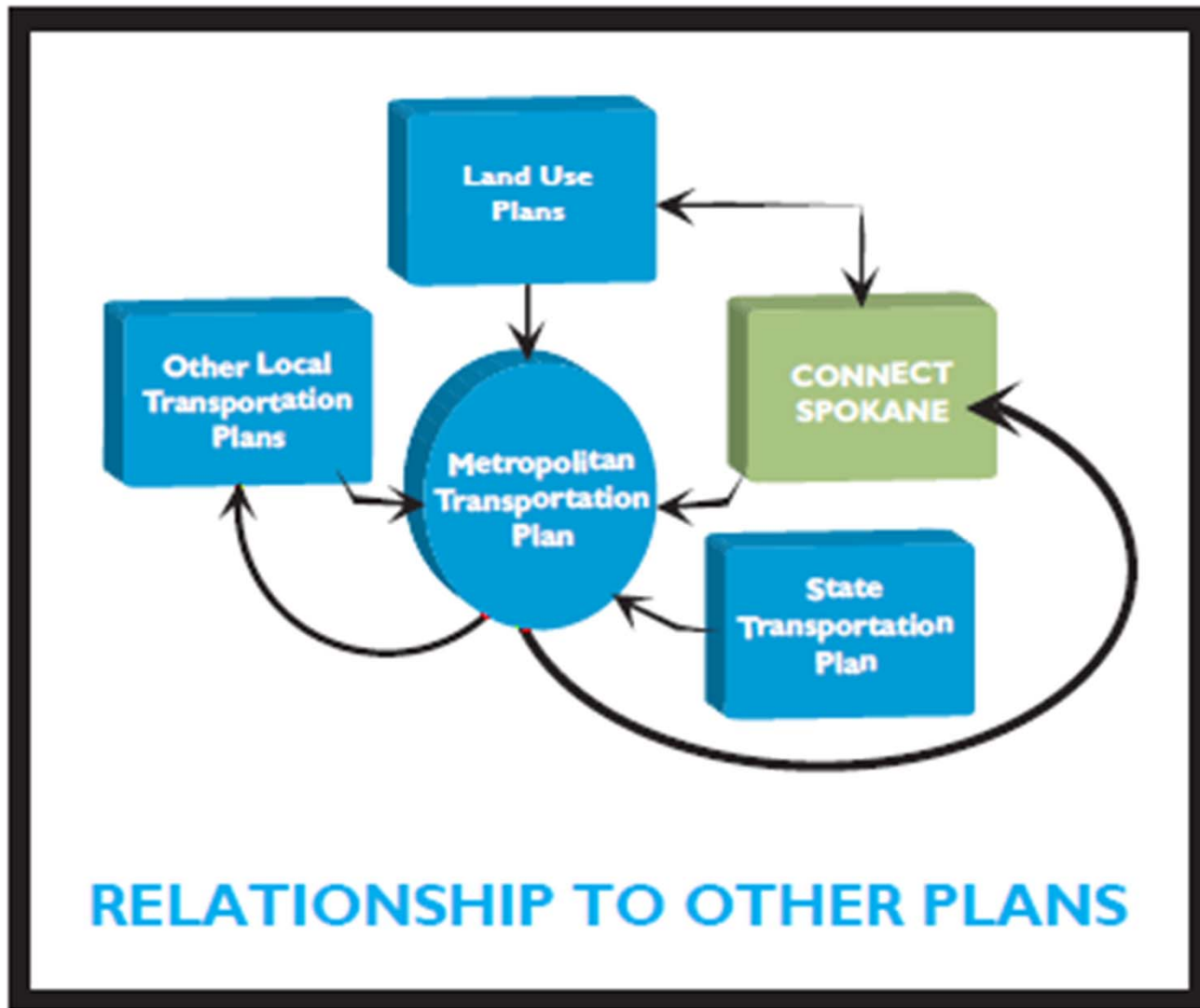


# Trade-offs in Cities





# STA Connect Spokane



# SRTC Horizon 2040: Guiding Principles







# *Link Spokane:* **Vision, Goals, Policies, Actions**

## Current Vision Statement

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*“Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respect property and the environment”*



Spokane will have a well-maintained multimodal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

# DRAFT Values

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## **Well-maintained multimodal transportation system**

Year-round accessibility for all people and goods

Inclusivity

Diversity

## **Safe and efficient mobility for all**

Safety, including protecting vulnerable users

Individual Time

Enhancing personal choice

## **Economic and community vitality**

Economic Vitality

Protecting personal rights

Equitable

Technological innovation

## **A healthy, livable community**

Environmental Justice

Environmental Conservation

Enhancing the quality of life

Sustainable

Stewardship



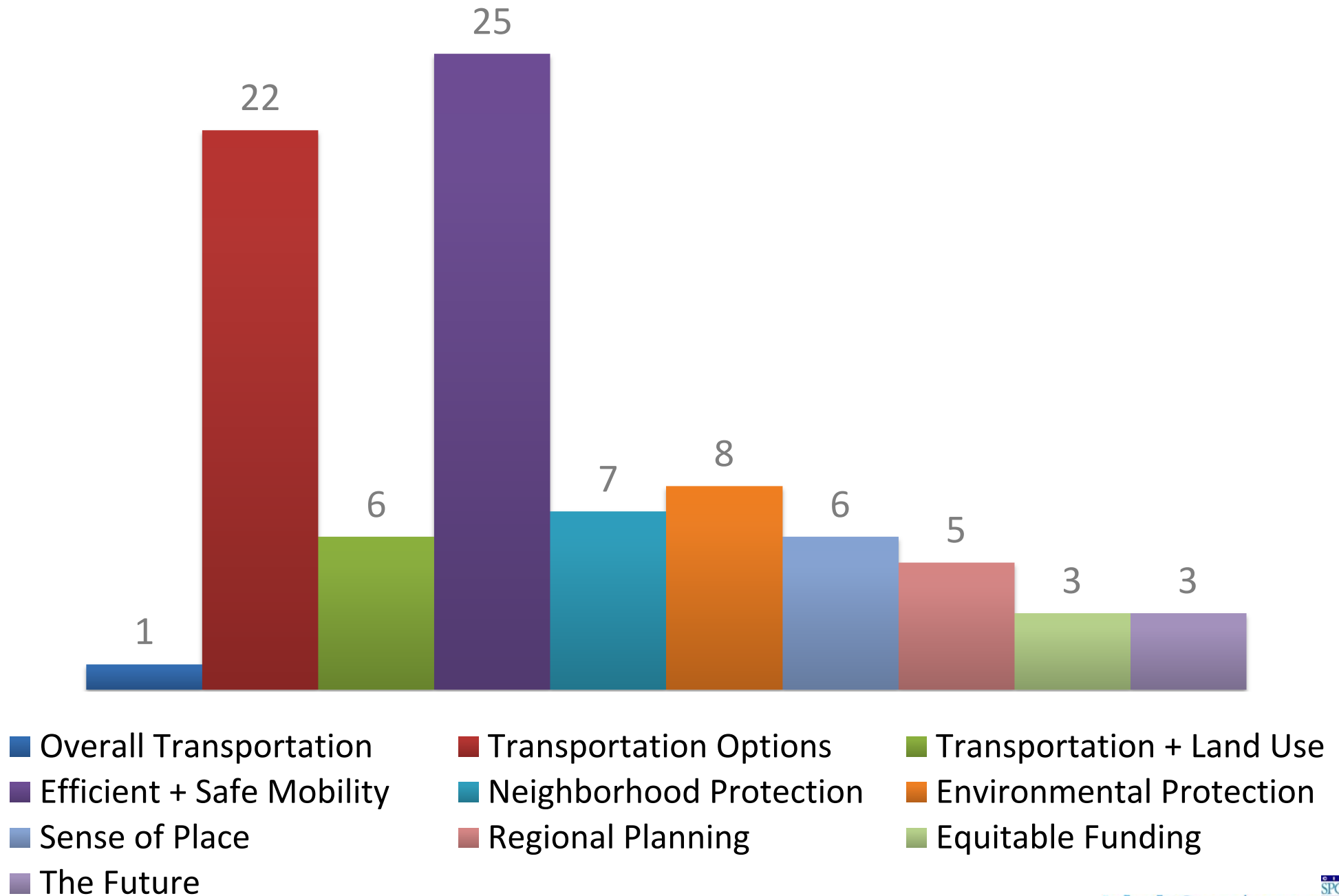
# Existing Transportation Goals

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- TR 1: Overall Transportation
- TR 2: Transportation Options
- TR 3: Transportation and Land Use
- TR 4: Efficient + Safe Mobility
- TR 5: Neighborhood Protection
- TR 6: Environmental Protection
- TR 7: Sense of Place
- TR 8: Regional Planning
- TR 9: Equitable Funding
- TR 10: The Future

**2013 Audit  
found weak  
correlation  
between goals  
and built  
environment**

# Policies by Goals

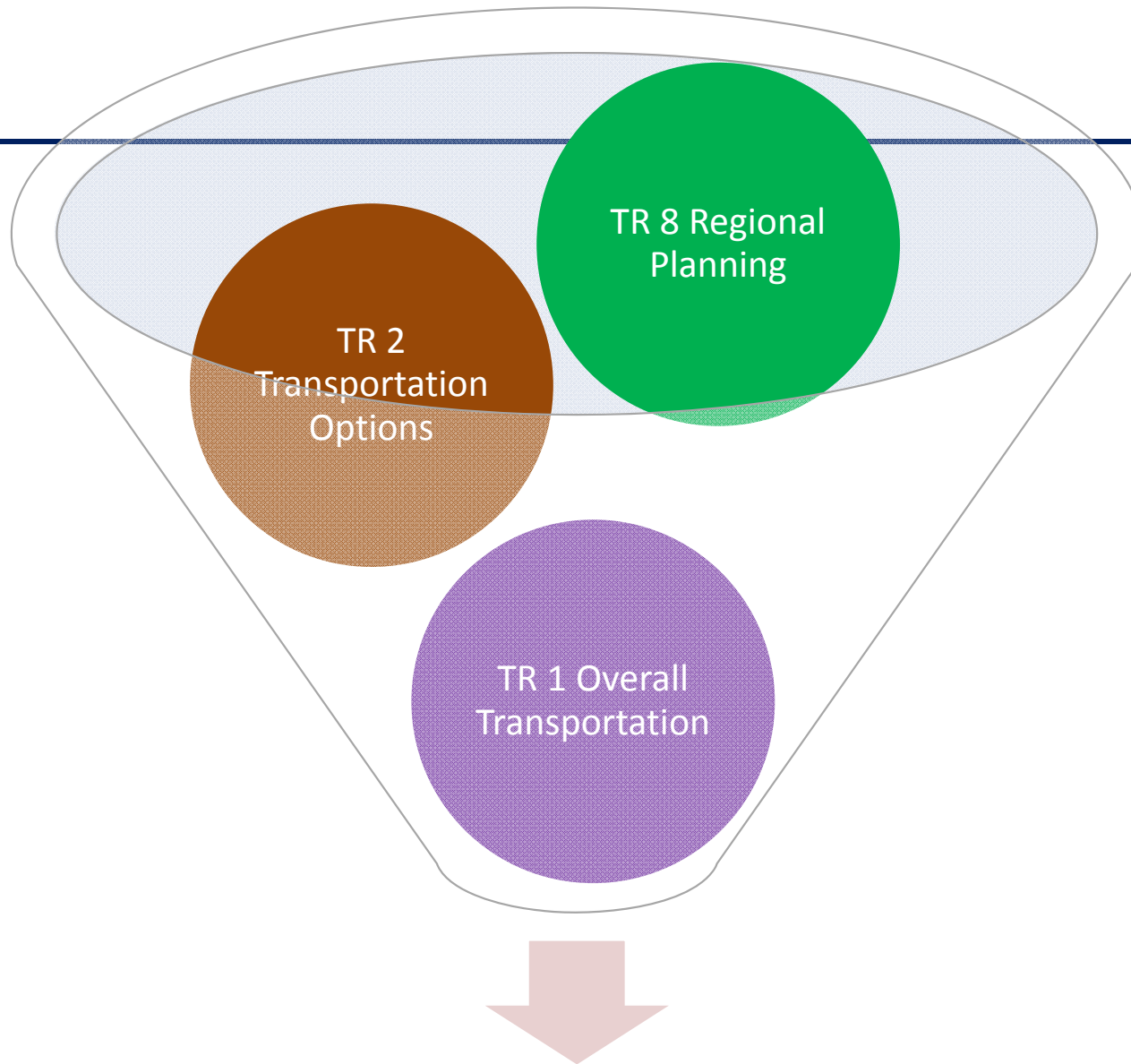




**STREET PROGRAM  
CONSISTENCY SHEET  
New Projects Added to Six-Year  
Program (2016-2021)**

STREET PROGRAM CONSISTENCY SHEET New Projects Added to Six-Year Program (2016-2021)	Transportation Priorities																																													
	1.1	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	3.1	3.2	3.3	3.4	3.5	3.6	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.10	4.11	4.12	4.13	4.14			
TR:	1.1	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	3.1	3.2	3.3	3.4	3.5	3.6	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.10	4.11	4.12	4.13	4.14			
Maxwell-Mission Ave Lane Reduction	X	X	X	X			X	X		X				X	X	X	X							X		X			X	X	X	X	X								X				X	
Crestline St Lane Reduction	X	X	X	X			X	X		X				X	X	X	X							X		X			X	X	X	X	X								X				X	
Monroe St Lane Reduction	X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	X	X		X	X	X	X	X	X								X				X	
Sharp Ave Pervious Asphalt Pilot	X	X	X	X	X	X	X	X		X	X																X			X	X	X	X								X				X	
1st Ave Preservation	X				X					X				X	X	X	X							X		X			X												X				X	
Erie St Paving	X	X	X	X			X	X		X	X		X												X		X		X			X	X			X			X					X		
Indiana Ave Reconstruction	X	X	X	X	X	X	X	X		X			X	X	X	X	X							X		X			X	X	X	X	X								X			X		
Rowan Ave Reconstruction	X	X	X	X	X	X	X	X		X			X	X	X	X	X			X	X		X		X	X			X	X	X	X	X								X				X	
Sunset Blvd Preservation	X	X	X	X			X	X		X				X	X	X	X			X	X	X		X	X	X			X	X	X	X	X								X				X	
TJ Meenach Reconstruction	X	X	X	X			X	X	X	X	X	X		X	X	X	X			X	X					X					X	X	X									X				X
Five Mile Rd Reconstruction	X	X	X	X			X	X		X			X	X	X	X	X							X		X			X	X	X	X	X									X				X
Ray St Preservation	X								X	X															X				X					X								X				X
Division St Gateway Hardscaping	X	X	X	X	X	X	X	X	X	X	X														X		X		X	X	X	X	X					X	X	X					X	
Mission Ave, Division St. to Hamilton St.	X				X				X	X			X											X					X				X								X				X	
South Gorge Trail	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X	X	X				X	X	X			X	X	X	X	X						X		X				X	
Centennial Trail @ Mission Gap Ph1	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X						X			X			X								X		X					X	
25th Ave Reconstruction	X	X	X	X			X			X	X								X	X				X	X	X			X						X					X					X	





# Provide Transportation Choices



# DRAFT Goals



- Promote Sense of Place

*Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.*

- Provide Transportation Choices

*Meet the city's mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.*



- Accommodate Access To Daily Needs and Regional Destinations

*Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.*

- Promote Economic Opportunity

*Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.*

- Respect Natural & Community Assets

*Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.*



- Enhance Public Health & Safety

*Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.*

- Maximize Public Benefits and Fiscal Responsibility with Integration

*Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.*



# *Link Spokane:* Policy Advisory Group Discussion



# Policy Advisory Group Membership

		Business/Position
Callary	Raychel	Lilac Services for the Blind
Carroll	Tom	Catholic Charities
Cathcart	Michael	Homebuilders - Director of Government Affairs
Clements	Sara	Hospitals - Providence
Darlene	Deanne	Centennial Real Estate Investments
Devey	Heleen	Spokane Regional Health District
Dice	Sarah	Greater Spokane Incorporated - Economic Development
Dietzman	John	Planning Commission
Ewers	Matt	Inland Empire Distribution Services Inc.
Francis	Greg	Rockwood CA Dist 2 CA Plan Commission Rep
Haught	Lunell	Gonzaga
Hawkins	Dallas	Public Works Committee
Hill	Latisha	Avista
Hoffman	Carlie	Emerson/Garfield CA District 3 (N Monroe) and PeTT Rep (Pedestrian, Transportation, & Traffic Comm)
Jackson	Joe	West Plains Chamber of Commerce
Jones	Margaret	College of Nursing, WSU
Joplin	Amber	Access for All Spokane
Kay	Char	WSDOT
Kehr	Garry	Bicycle Advisory Board
Kelley	Bill	EWU
Key	Lisa	City of Spokane Planning Director
Kilday	Cheryl	Visit Spokane
Klitzky	Kitty	Futurewise
Kropp	Paul	Neighborhood Alliance/SRTC TAC
Mansfield	Mark	U-District Development
Mansfield	Amanda	SRTC
McFaul	Loreen	Friends of the Centennial Trail
McIntyre	Jamie	Aging and Long Term Care Eastern Washington
McLellan	Rhonda	Spokane Schools
Minder Jones	Margaret	Land Use Committee
Otterstrom	Karl	STA
Prosser	Gail	Planning Commission
Reynolds	Dave	The Arc of Spokane
Richard	Mark	Downtown Spokane Partnership
Schad	Jon	WSU Spokane
Schoelen	Lena	Dept of Services for the Blind
Scranton	Steve	Washington Trust Bank
Stewart	Cheryl	Associated General Contractors
Tolley	Luke	Hillyard Comm Assem Dist 1 (N/S Corridor Econ Devel)
Tortorelli	Joe	Spokane Area Good Roads Association
Warrington	Steven	Centennial Real Estate Investments
Weinand	Kathleen	STA

# Draft Summary

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- Reduced/consolidated # of Goals (*10 to 7*)
- Reduced/consolidated # of Policies (*86 to 23*)
- Make policies actionable
- Align policies with desired City operations
- Align policies with community's desires
- Not nesting policies under specific goals

## Concerns:

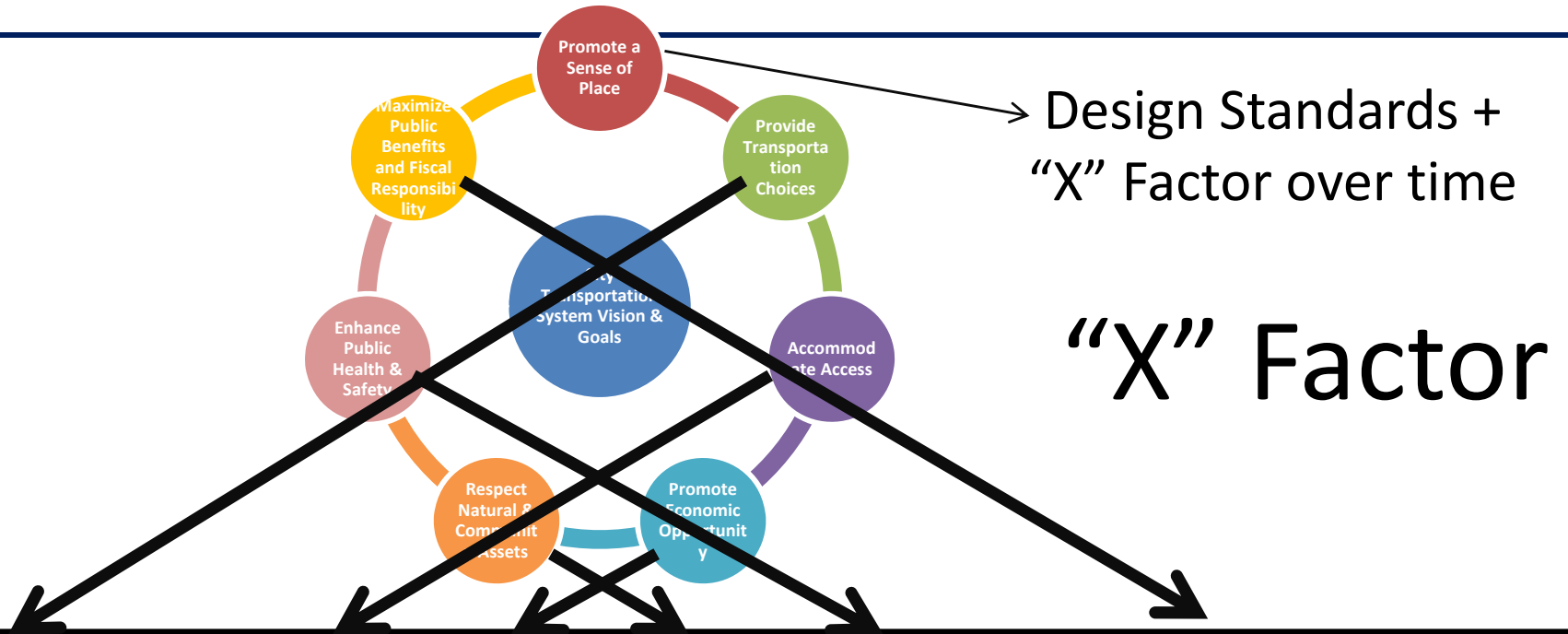
- If goals are numbered, appear prioritized
- If policies are numbered, appear prioritized

# *Project Prioritization Matrix*





# Project Prioritization Matrix



		Provide Transportation Choices			Access to Daily Needs and Regional Destinations					Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																							
Project Name	Project Location	Person Capacity	Network Connectivity	Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score	Paving area to curb, sq y																		
Five Mile Rd.	Strong to Lincoln-	Intersection	Connects 2 modes	##	1-2 destinations	##	0	##	T4	50%-75% built out	0	Neutral	Neutral	Neutral	##	Medium	bike lane		improve ssw	##	None	None	None	>75% funded	0	#N/A																			
Rowan paving	Driscoll to Maple-Ash	add bike lanes, sidewalk, pathway	Connects 1 mode	##	1-2 destinations in project limits	##	0	##	T4	Built out for zoning	0	Neutral	Neutral	Neutral	##	None	bike lane		improve ssw	##	None	None	None	>75% funded	0	#N/A																			
Wellesley	Haven to Freya		##	##	##	##	##	##			0														0	#N/A																			
TJ Meenach paving	NW Blvd. to river	add bike lanes, sidewalk, pathway	Connects 1 mode	##	0	destination s near project limits	2	##	T2	50%-75% built out	0	Neutral	Neutral	Neutral	##	None	d lane, greenway, controll		improve ssw	##	None	None	None	>75% funded	0	#N/A																			
Riverside Avenue	Bernard to Division	5k-10k ADT	Connects 1 mode	2	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	32.0	8933	
Sprague	Division to Hamilton overpass	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 40-60	3	<50% funded (any source)	4	8	35.3	24128
Hayford Road	48th to McFarlane	5k-10k ADT	Connects 1 mode	2	4	none	0	1-2 destination s near	2	0%-6.92%	0	1	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	none	0	2	None	0	1975-1994	2	PCI 0-20	5	grant eligible	1	4	16.5		
Lindeke Street - 16th	Sunset Blvd to 195	< 5k ADT	Connects 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	14.0	15534	
4th Avenue	Sunset to Maple	5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destination s near	2	32.91% +	5	5	T5	1	None	0	1	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 20-40	4	grant eligible	1	8	25.0	5715
4th Avenue	Jefferson to Division	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7	

# Project Prioritization Tool

- Measurable Evaluation Categories
  - 20 Year and guide for 6 year
  - Begins utility integration: more to come

		Provide Transportation Choices			Access to Daily Needs and Regional Destinations					Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety				Maximize Public Benefits and Fiscal Responsibility with Integration																												
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		add bike lanes, sidewalk, pathway	Connects 1 mode	##	1-2 destinations in project limits	##	none	0	##	T4	Built out for zoning	0	Neutral	Neutral	Neutral	##	None	bike lane		improve ssw	##	None	None	None	>75% funded	0	#N/A																						
Rowan paving	Driscoll to Maple-Ash			##		##	##	##																	0	#N/A																							
Wellsville	Haven to Freya			##		##	##	##			0														0	#N/A																							
TJ Meenach paving	NW Blvd. to river	add bike lanes, sidewalk, pathway	Connects 1 mode	##	destination s near project limits	0	2	##	##		0							d lane, greenway, control		improve ssw	##	None	None	None	>75% funded	0	#N/A																						
					none		25%-34%			T2	50%-75% built out		Neutral	Neutral	Neutral	##	None				##	None	None	None	>75% funded																								
Riverside Avenue	Bernard to Division	5k-10k ADT	2	Connects 1 mode	2	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	32.0	8933	\$	982,630		2
Sprague	Division to Hamilton overpass	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 40-60	3	<50% funded (any source)	4	8	35.3	24128	\$	2,654,080		?
Hayford Road	48th to McFarlane	5k-10k ADT	2	Connects 1 mode	2	4	none	0	destination s near	2	0%-6.92%	0	1	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	none	0	2	None	0	1975-1994	2	PCI 0-20	5	grant eligible	1	4	16.5		\$	-		2
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4th Avenue	Sunset to Maple	5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destination s near	2	32.91% +	5	5	T5	1	None	0	1	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 20-40	4	grant eligible	1	8	25.0	5715	\$	628,650		2
4th Avenue	Jefferson to Division	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7		\$	-		2

# City of Spokane Transportation Project Evaluation Criteria

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- **Provide Transportation Choices**
  - Person Capacity
  - Network Connectivity
- **Access To Daily Needs and Regional Destinations**
  - Neighborhood Accessibility
  - Regional Accessibility
  - Disadvantaged Accessibility
- **Promote Economic Opportunity**
  - Freight / Goods Movement
  - Development & Redevelopment Potential
- **Respect Natural & Neighborhood Assets**
  - Air Quality
  - Water Quality
  - Neighborhood / District Impact
- **Enhance Public Health & Safety**
  - Vehicle Safety
  - Bike Safety
  - Ped Plan Priority Area
  - Ped Safety
- **Maximize Public Benefits and Fiscal Responsibility with Integration**
  - CSO Integration
  - Water Integration
  - Maintenance & Facility Condition



# Community-Driven Process





# Variety of Tools and Connections

## Link Spokane: Idea Exercise


### Ideas

 All items (35)

### Spokane Transit Routes

### Existing and Planned Bikeways

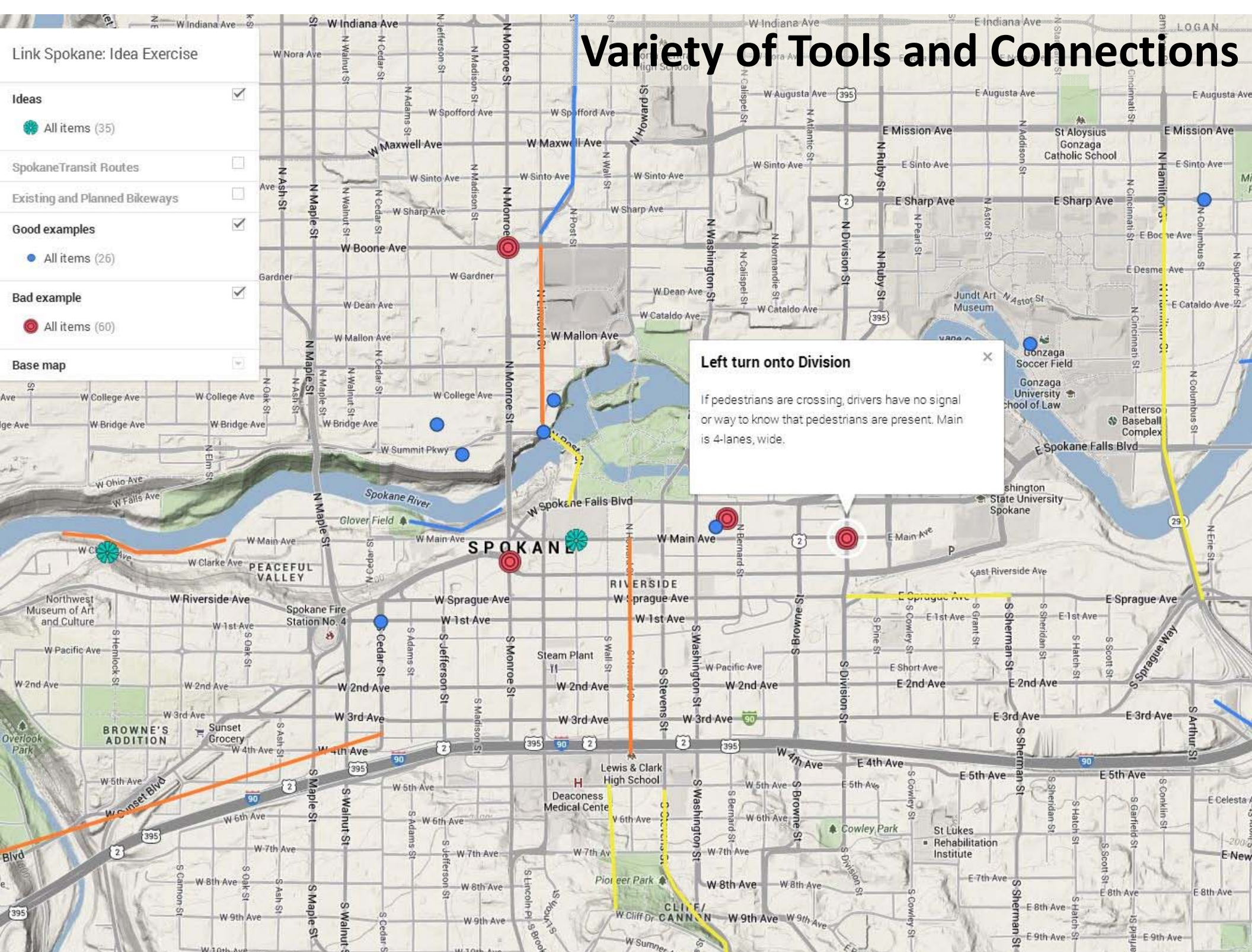
### Good examples

 All items (26)

### Bad example

 All items (60)

### Base map





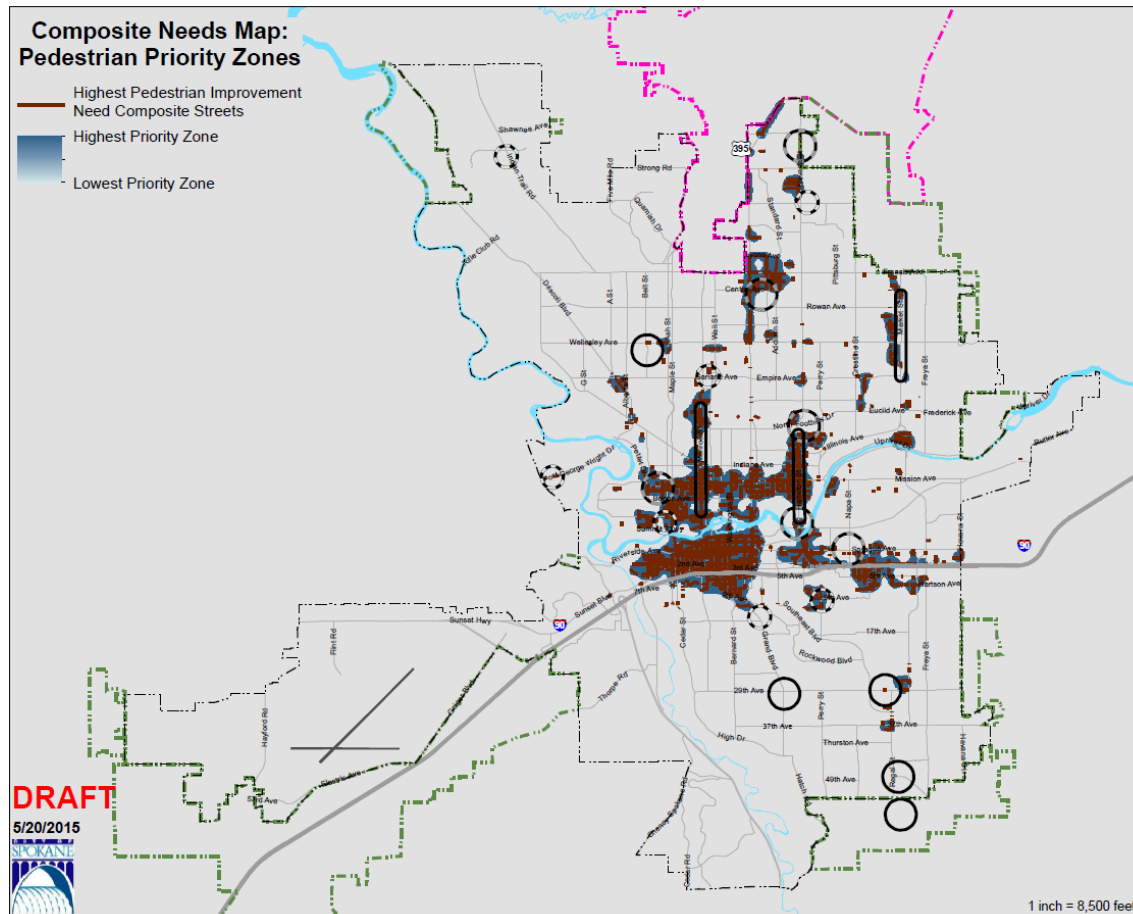


# PEDESTRIAN MASTER PLAN

CITY OF SPOKANE



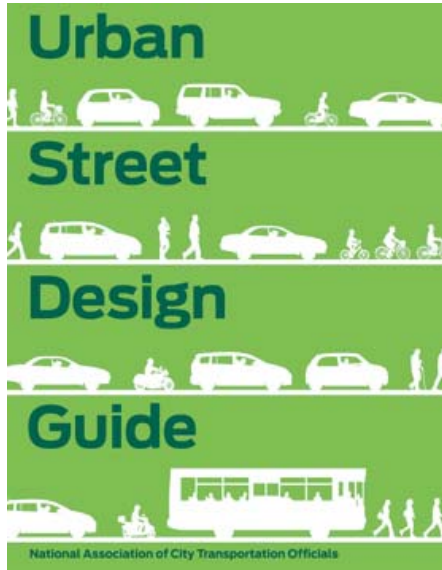
ADOPTED NOVEMBER 2, 2015



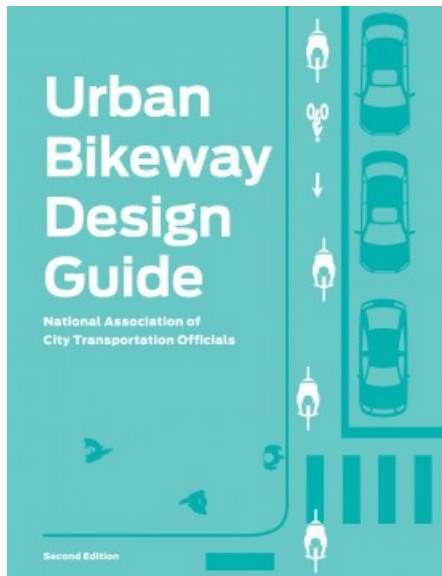


# Bike Plan Update - Upcoming Changes

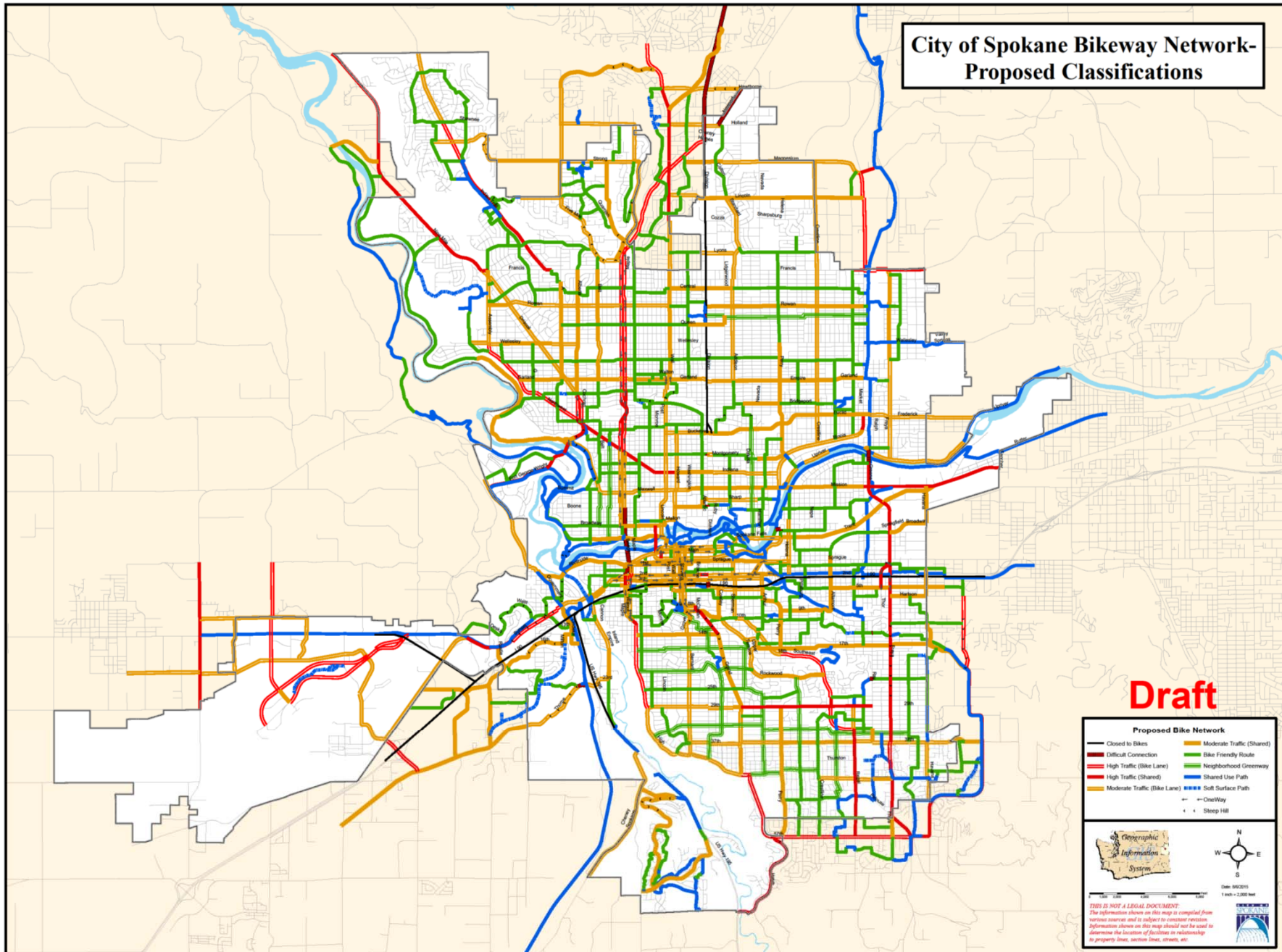
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- Updated standards:
  - 6' lane preferred, or 5' lane with 3' buffer
- Denser network - 1/2 mile spacing
- More “bike-friendly” routes
- NACTO Guides for more flexibility
- New classifications



# Bicycle Master Plan Update



# Multi-Modal Level of Service



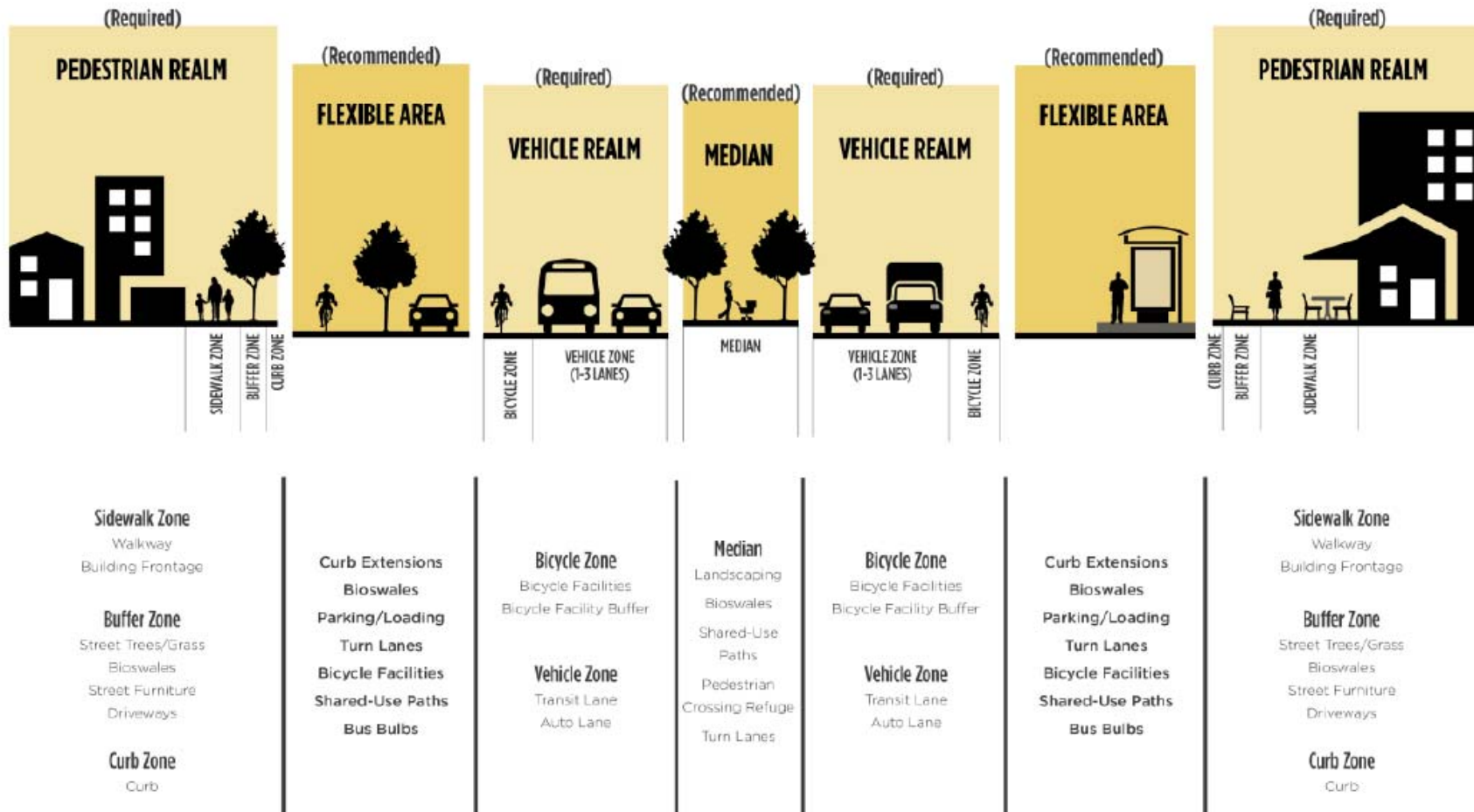
Cycling	Pedestrian	Auto
% network complete	% network complete	Intersection LOS

**LOS standards applied to locally owned arterials and transit routes. (RCW 36.70A.070)**



# Follow on products

- Updated Street Design Standards & Guidelines



# Follow on products

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- Impact Fee System Update
  - Incorporate updated Level of Service Standards
  - Update Impact Fee Project List
    - West Plains
    - Capacity Projects
- Other Code Changes as needed
  - Arterial Map

# *Discussion*



# Contact Information

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