West Central Neighborhood Council Meeting Agenda
November 3, 2026, 6:15 p.m. West Central Community Center

All meetings are conducted under Robert's Rule of Order. **New this month: join by Google Meet: https://meet.google.com/wqb-qyeg-wxr or by dialing (692) 368-2684 PIN: 928 601 688#

Welcomes and Introductions 3 minutes (6:15)

Approval of October Minutes and November Agenda 2 minutes (6:18)

Neighborhood Safety and Wellness Report 10 minutes (6:20)

City Council and Office of Neighborhood Services Report 10 minutes (6:30)

Special Orders of the Day

- Janine Koffel, Washington Traffic Safety Commission, 15 minutes (6:40)
- Colin Quinn-Hurst, City of Spokane, Transportation Improvements, 15 minutes (6:55)

New Business 10 minutes (7:10)

- Brian Muegge, Traffic Safety Committee Chair, Proposed Resolutions
    1. Cycle 15 Transportation Safety Projects
    2. Request for Reduced Municipal Vehicle Operating Speeds on Residential Streets
- Letter of Support for West Hills Neighborhood Council, Sunset Bridge Rehabilitation
- Christian Koch, Vice Chair, Communication Tools—Google Meet Videoconferencing and Emails

Internal Committee Reports
Treasurer Report
West Central Community Center Board Report
Community Assembly Representative
Cleanup Coordinator

Open Forum Sign-up 3-minute maximum per speaker (7:35)

Next Meeting: December 1, 2026, 6:15 p.m., at Shawn O'Donnell's, 719 N Monroe St

Adjourn

Special Orders of the Day

Janine Koffel, Washington Traffic Safety Commission



WTSC Traffic Safety in Spokane County

Dr. Janine Koffel
Program Manager



Governor
Bob Ferguson
Commission Chair



Julie Meredith
Department of
Transportation



Chief John Batiste
Washington State
Patrol



Marcus Glasper
Department of
Licensing



Dennis Worsham
Department of Health



Ryan Moran
Health Care Authority



Sam Low
Washington State
Association of Counties



George A. Steele
Judicial Representative



Nigel Herbig
Association of
Washington Cities



Chris Reykdal
Superintendent of
Public Instruction

TARGET ZERO

In collaboration with partners achieve—Target Zero—Washington's goal of zero traffic deaths and serious injuries.

TOGETHER WE GET THERE

Our vision: A Washington where we all work together to travel safety on our roadways.

WA TRAFFIC SAFETY COMMISSION

Our mission: We empower and equip people and communities with knowledge, tools, and resources to build a positive traffic safety culture.

TRAFFIC FATALITIES:

- Every 26 seconds globally, someone dies in a motor vehicle crash (WHO).
- 659 fatalities due to motor vehicle crashes in 2025 in Washington State.
- 2,550 serious injury crashes
- Unintentional injury related deaths are the primary cause of death for Americans aged 1-44. Motor vehicle crashes are a primary driver, especially for children, teens, and young adults.



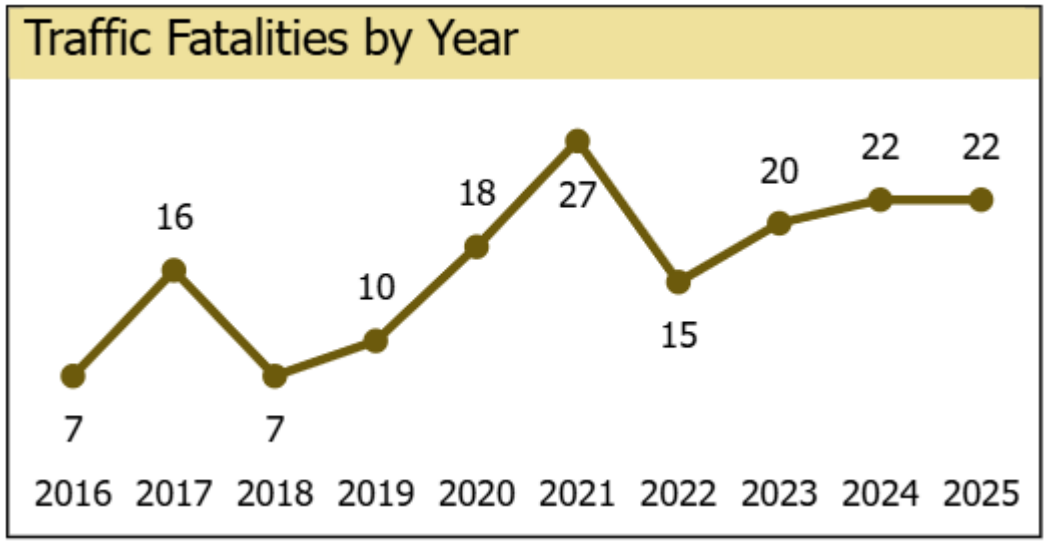
WASHINGTON TRAFFIC VIOLENCE

- 659 fatalities due to motor vehicle crashes in 2025 in Washington State.
- 2,550 serious injury crashes
- 160 Pedestrians
- 103 Motorcyclists

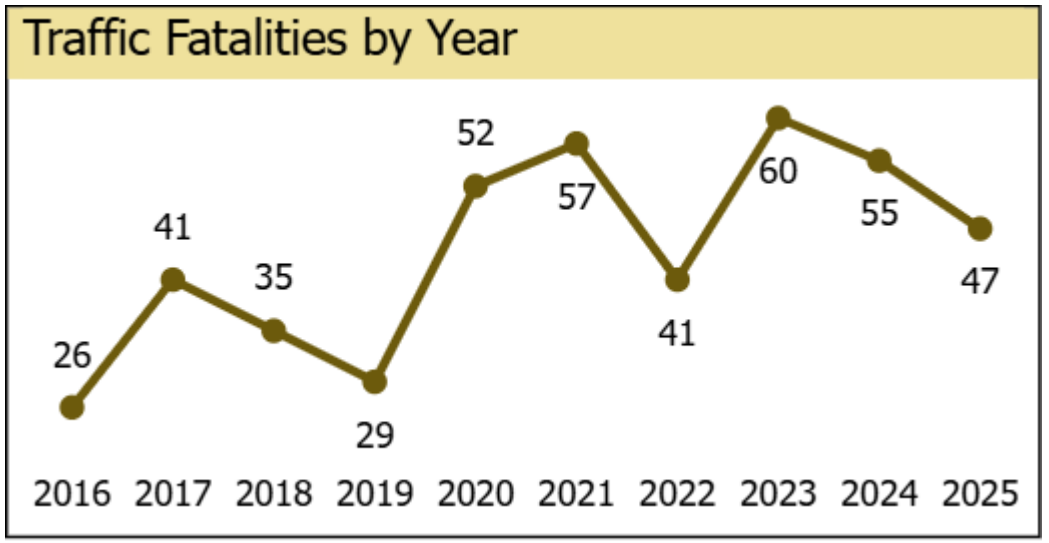


TRAFFIC FATALITIES IN SPOKANE AND SPOKANE COUNTY

Spokane

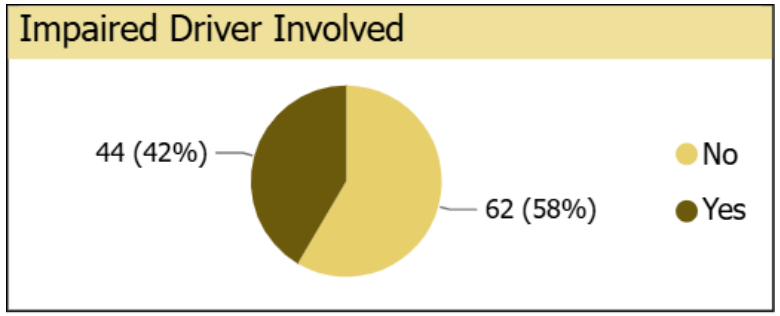


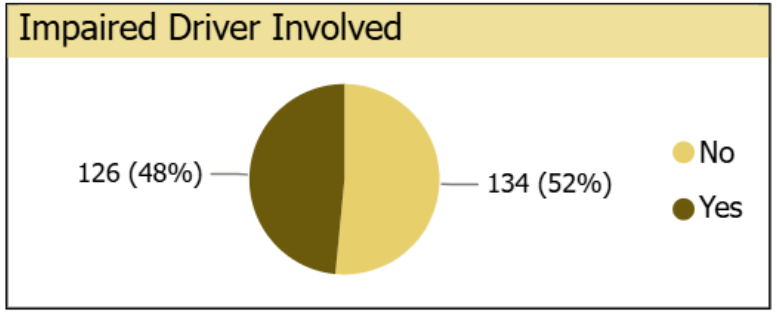
Spokane County



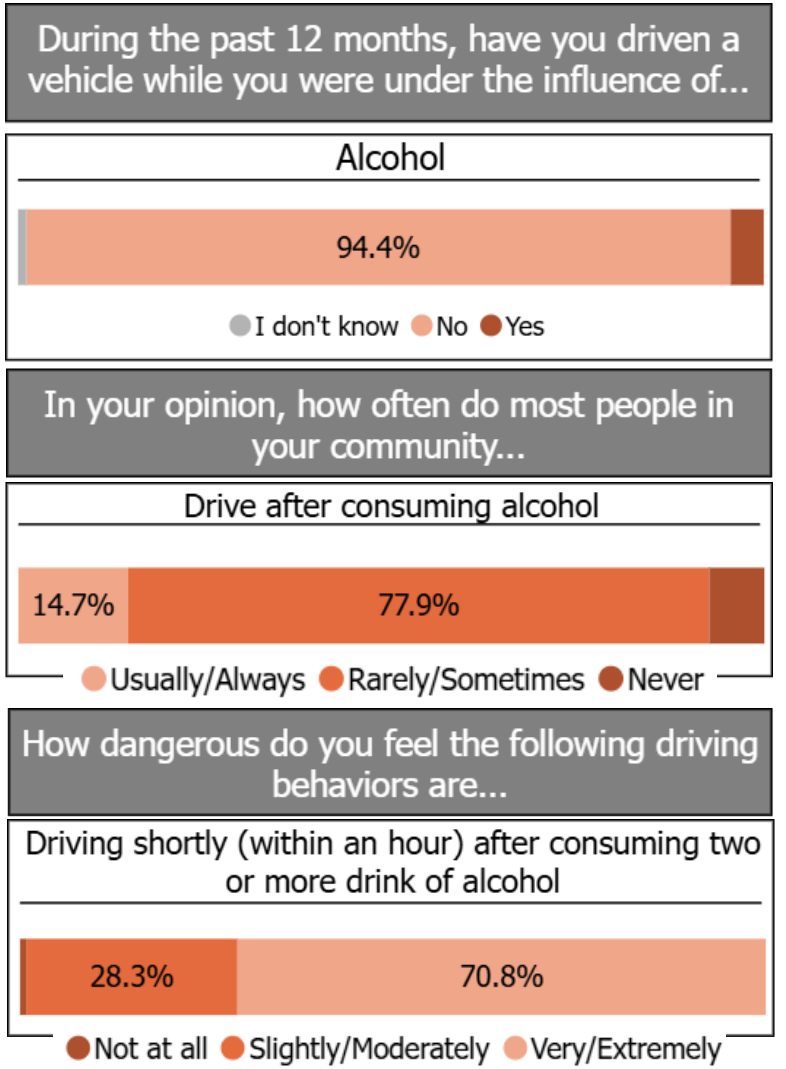
IMPAIRED DRIVING

Spokane



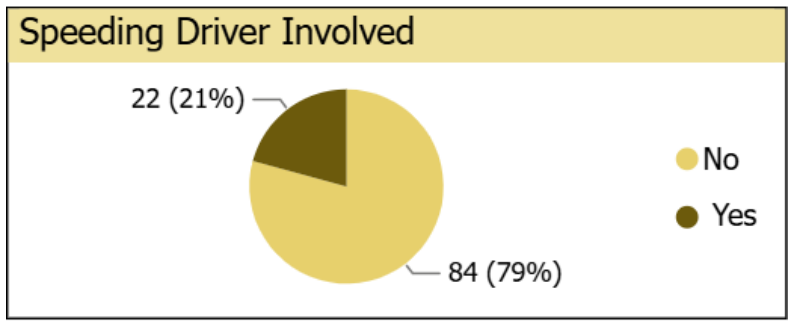


Spokane County

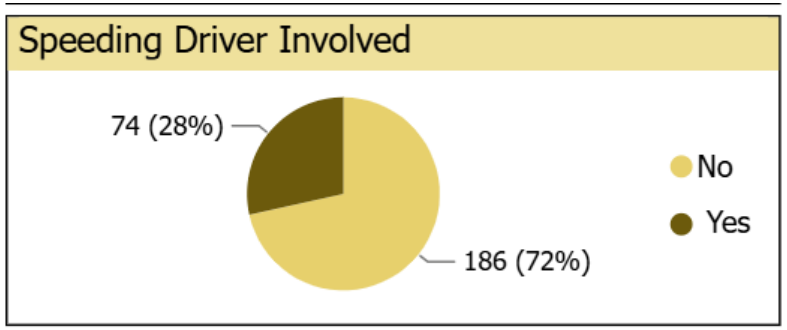


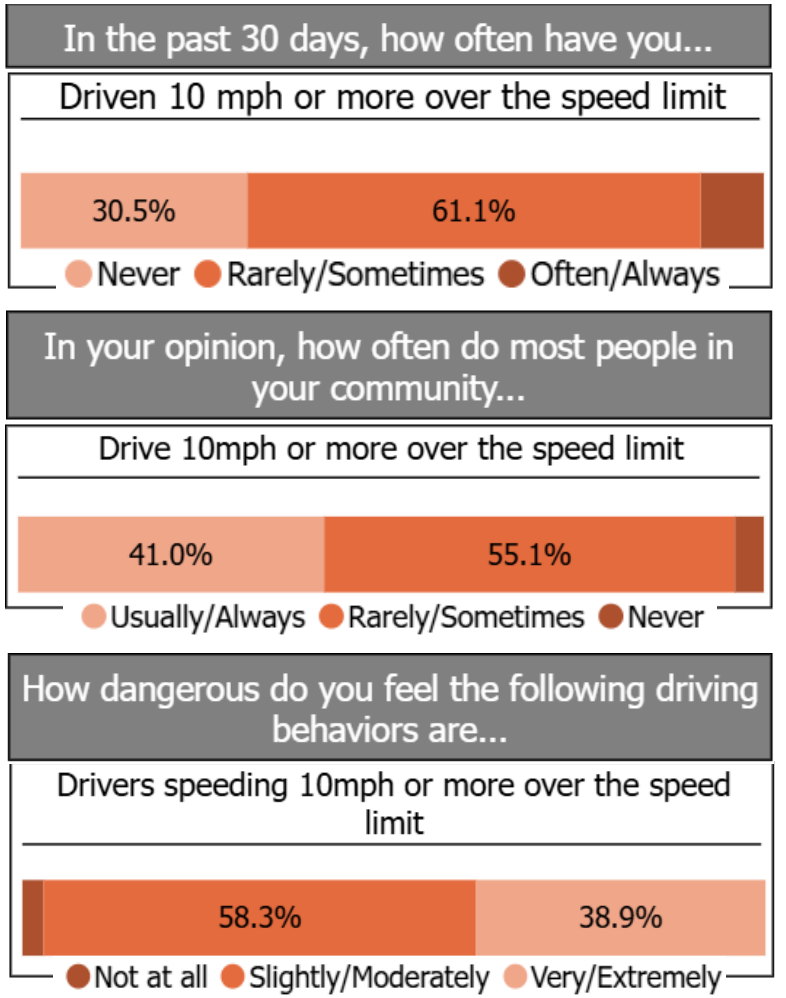
SPEEDING

Spokane



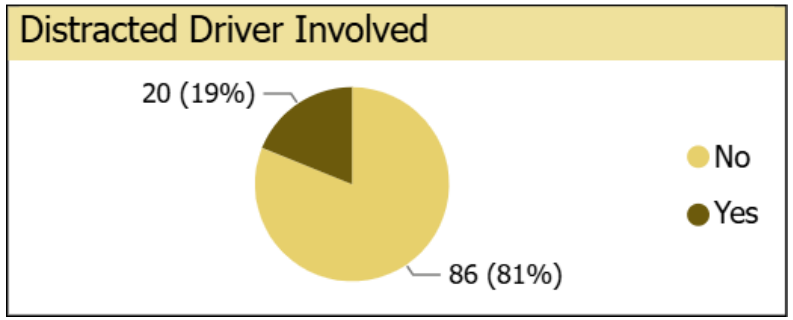
Spokane County

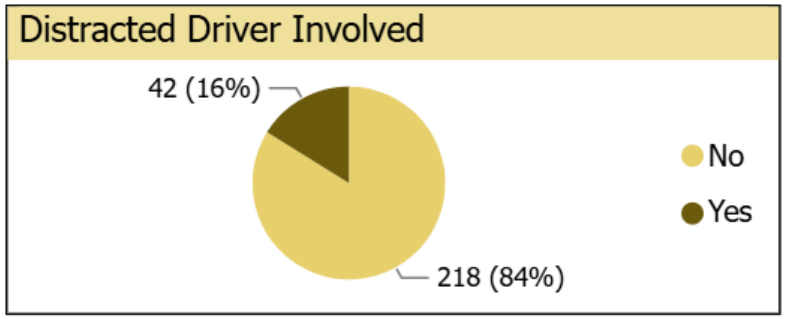




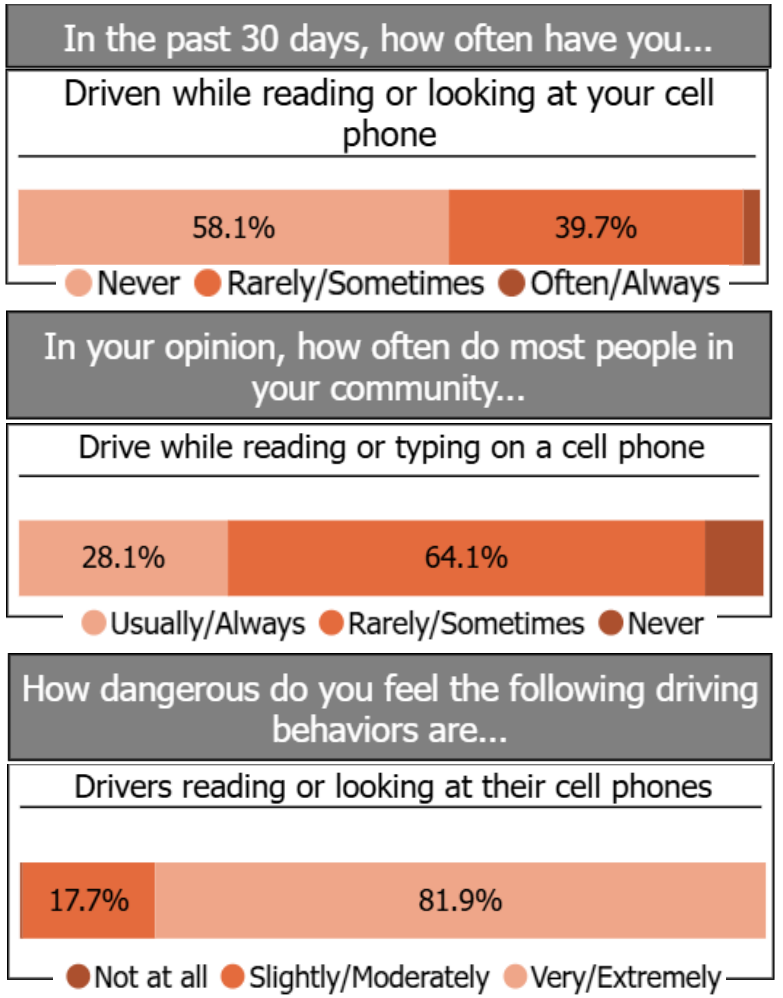
DISTRACTED DRIVING

Spokane



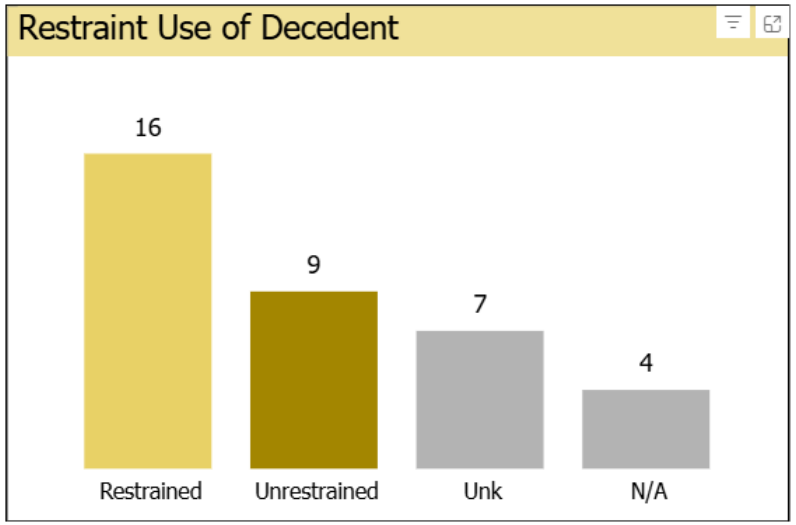


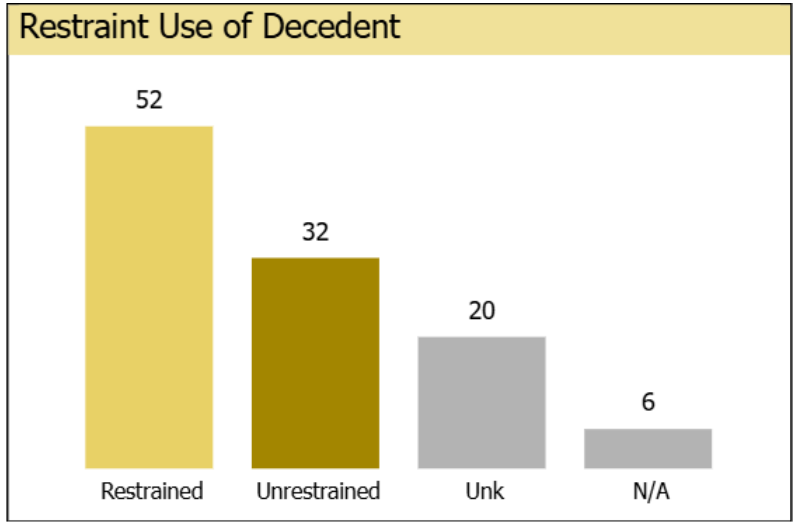
Spokane County



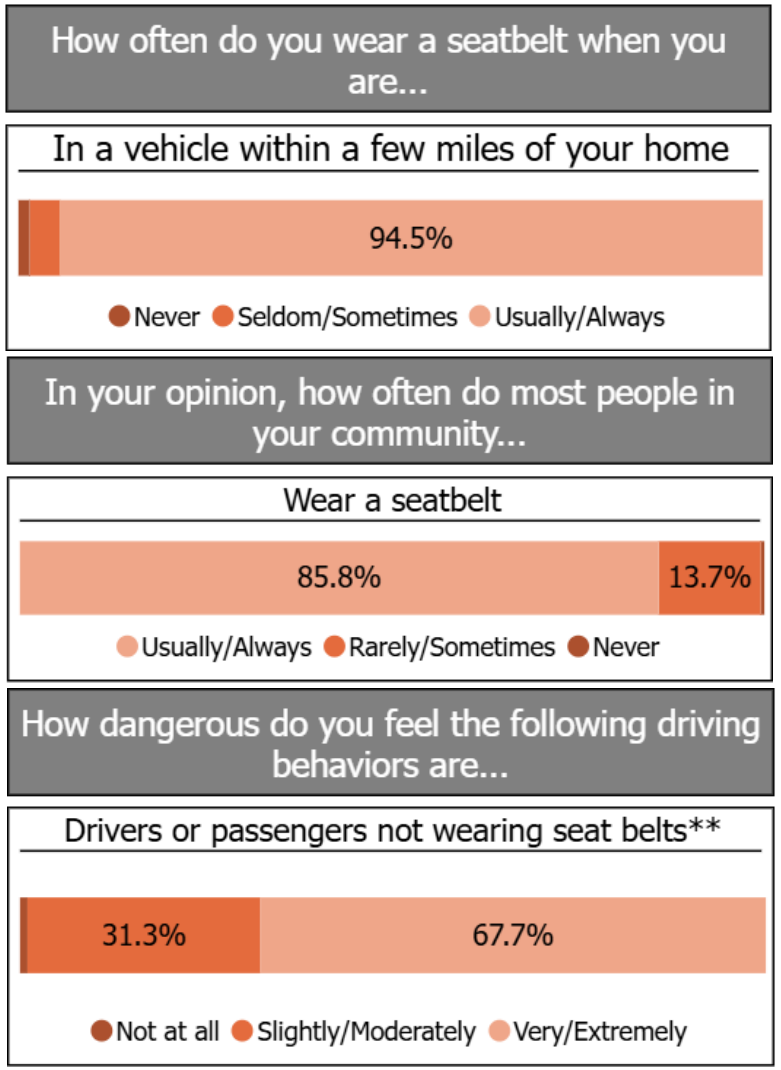
SEAT BELT/RESTRAINT USE

Spokane



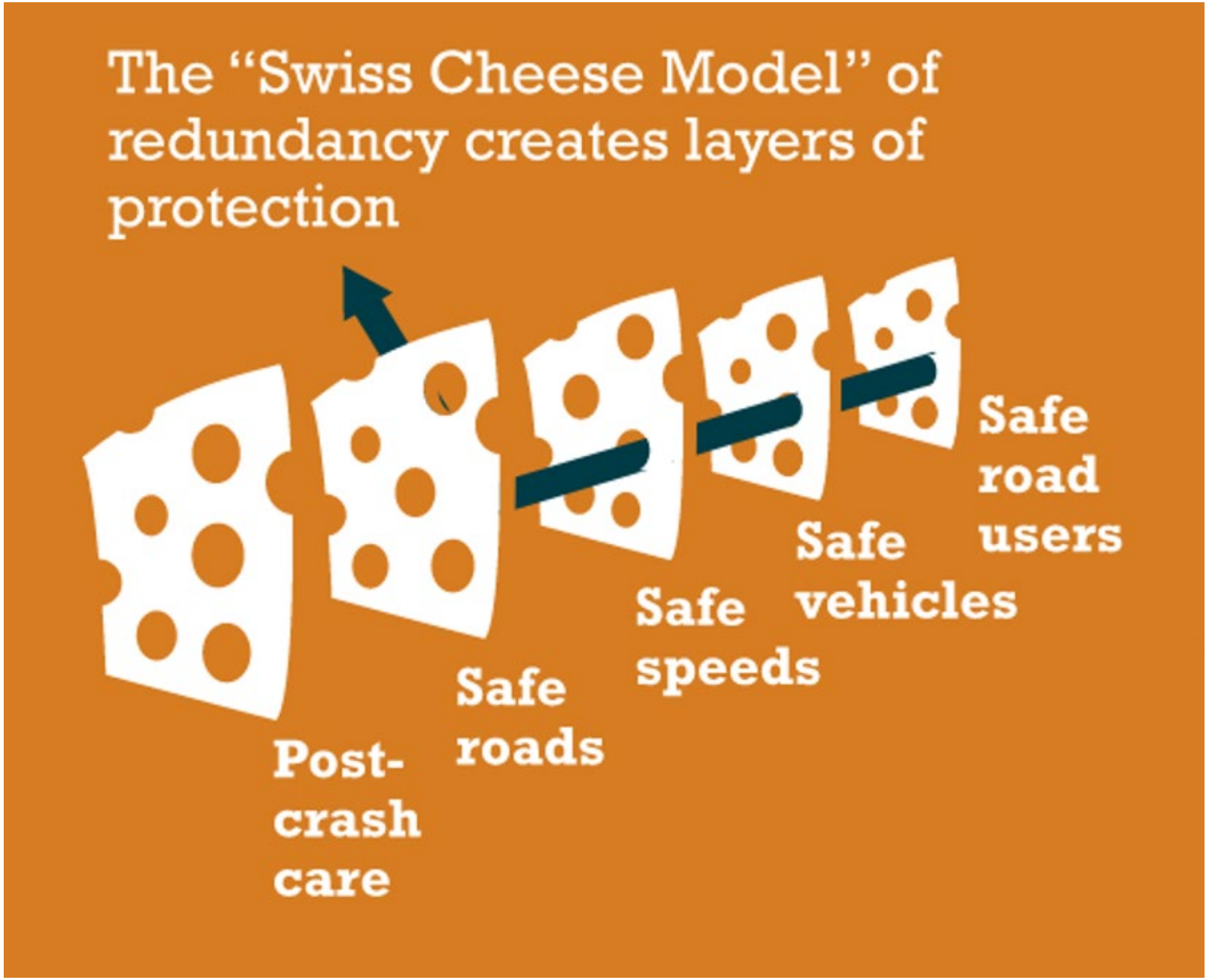


Spokane County




Death/Serious Injury is Unacceptable
Support Safe Road Use
Safety is Proactive
Responsibility is Shared
Reduce Large Crash Forces
Strengthen All Parts
SAFE SYSTEM APPROACH
SAFER ROAD USERS
SAFER LAND USE
SAFER VEHICLES
SAFER SPEEDS
SAFER ROADS
POST-CRASH CARE

Traditional		Safe System
Prevent all crashes	→	Prevent fatal and serious crashes
React to crashes	→	Proactive approach to crashes
Blame road users	→	Shared responsibility
Improve human behavior	→	Design and operate for human error
Control speeding	→	Reduce system kinetic energy


The "Swiss Cheese Model" of redundancy creates layers of protection
Post-crash care
Safe roads
Safe speeds
Safe vehicles
Safe road users

POSITIVE TRAFFIC SAFETY BEHAVIORS GO BEYOND THE DRIVING TASK



FAMILIES

Talk about and make rules around traffic safety.

SCHOOLS

Promote traffic safety in health classes.

WORKPLACE

Establish policies and training for employees.

COMMUNITY LEADERS

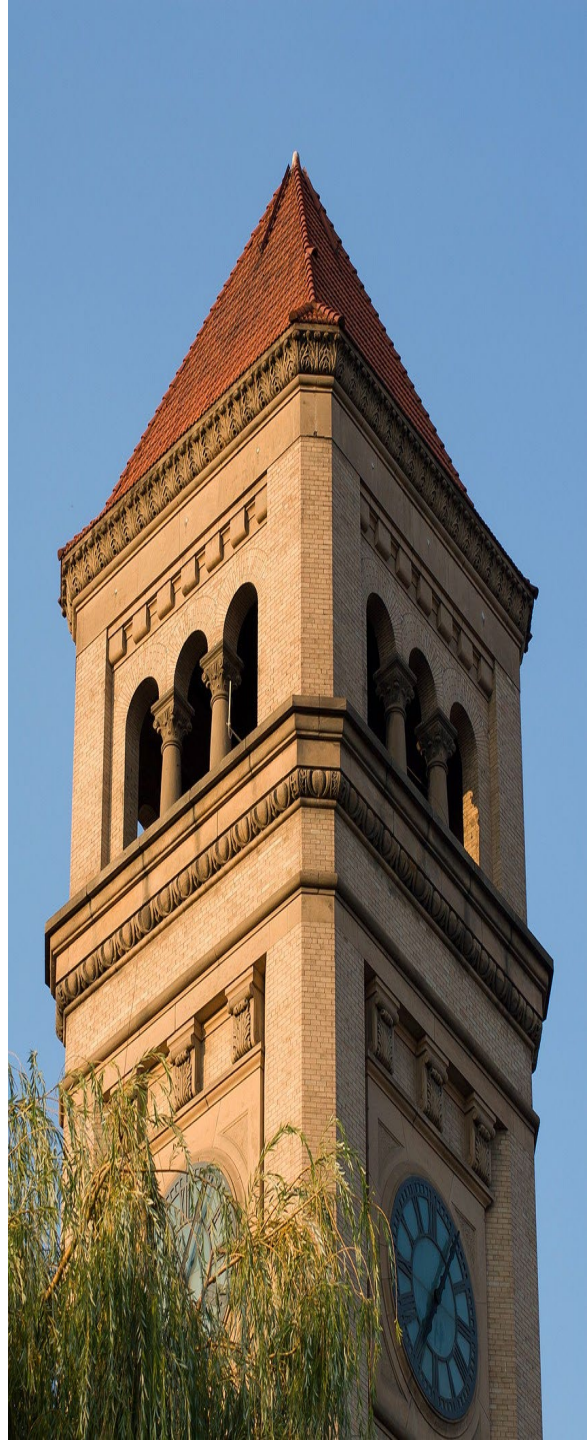
Advocate for and pass laws to reduce risky behaviors.

HEALTHCARE PROVIDERS

Talk to parents about child seats.

WTSC IN SPOKANE

- Emergency Streets Project
- StreetVision Telematic Data
- Spokane Municipal DUI Court
- Spokane District DUI Court
- Spokane Police Department Outreach and Training Program
- Spokane Police Department Dedicated DUI Enforcement
- Spokane Drug Recognition Experts
- Spokane Valley Fire Digital Alert Technology for Preventing Roadside Deaths



WTSC STATEWIDE INITIATIVES

- High Visibility Enforcement
- Law Enforcement Liaison
- Together We Get There Media Campaign
- Teens in the Driver Seat
- Teen Target Zero TOT
- Child Passenger Safety
- Statewide Community Engagement Coordinator
- Safe Roads Challenge




Questions?
Thank you!
JANINE KOFFEL, PROGRAM MANAGER
WASHINGTON TRAFFIC SAFETY COMMISSION
Janine.Koffel@wtsc.wa.gov 360-725-9871

New Business

Proposed Traffic Safety Resolutions for Cycle 15 Traffic Calming and Fleet Speed Reduction

WEST CENTRAL NEIGHBORHOOD COUNCIL

Letter of Support – Cycle 15 Transportation Safety Projects

Date: October ___, 2026

To: City of Spokane Transportation Commission, City Council, and Transportation & Public Works Department

Re: Support for Cycle 15 Projects C-012 (N. Ash Street) and O-001 (Maple Street Bridge), with Requests for Expanded Traffic Calming and Corridor-Wide Safety Evaluation

Dear Transportation Commissioners, City Councilmembers, and City Staff:

On behalf of the West Central Neighborhood Council (WCNC), we are writing to express our strong support for two projects identified in the City's Cycle 15 Safe Streets for All candidate project list:

- **Project C-012 – N. Ash Street, W. Dean Avenue to W. Broadway Avenue:** Proposed traffic calming, raised pedestrian crossing, bumpouts, and traffic island improvements.
- **Project O-001 – Maple Street Bridge, W. Riverside Avenue to W. Broadway Avenue:** Proposed pedestrian connectivity improvements between the Centennial Trail and Maple Street Bridge sidewalk, including lighting.

Both projects represent important investments in pedestrian safety, neighborhood connectivity, and the accessibility of one of West Central's most heavily traveled transportation corridors.

While we strongly support advancing both projects, we respectfully request that traffic calming and vehicle speed reduction be explicitly evaluated and incorporated into the project descriptions and design scopes, consistent with the concerns and opportunities identified during the April 2026 DOWL scoping process.

Residents have repeatedly raised concerns regarding dangerous vehicle speeds, pedestrian crossing safety, and inadequate bicycle and pedestrian infrastructure along the N. Ash/N. Maple corridor. These concerns are particularly pronounced near TEC at Bryant School on N Ash, at neighborhood intersections, as well as along the Maple Street Bridge where the roadway functions as both a major vehicle route and an important connection for people walking and bicycling.

We believe these projects present an opportunity to address more than isolated infrastructure deficiencies. Accordingly, the West Central Neighborhood Council requests that the City undertake a comprehensive traffic and multimodal safety study of the broader N. Ash/N. Maple corridor inclusive of these two projects, extending beyond the immediate Cycle 15 project boundaries as drafted. This evaluation should examine prevailing vehicle speeds, opportunities for posted speed-limit reductions, collision patterns, pedestrian and bicycle safety, school-zone conditions, and opportunities for continuous multimodal infrastructure.

We further encourage the City to consider context-appropriate speed-management strategies, including roadway narrowing, intersection modifications, enhanced pedestrian crossings, SPD enforcement, and other proven traffic-calming treatments as part of project design.

Importantly, this request for broader corridor evaluation is intended to complement, rather than delay, the advancement of these two Cycle 15 projects. We encourage the City to coordinate their planning and

implementation so that individual investments contribute to a safer, more connected transportation network throughout West Central.

The West Central Neighborhood Council appreciates the City's continued investment in neighborhood transportation safety and looks forward to working collaboratively with staff and the Transportation Commission to advance these improvements.

This letter was reviewed and approved by vote of the West Central Neighborhood Council at its meeting on _____, 2026.

Sincerely,

West Central Neighborhood Council
Spokane, Washington

Council Chair: _____

Date: _____

WEST CENTRAL NEIGHBORHOOD COUNCIL

Spokane, Washington

November 2026

To: Marlene Feist, Public Works Director, City of Spokane

CC: Clint Black, Streets Department; Trace Bradburn, Solid Waste Management; Jon Snyder, Transportation and Sustainability

RE: Request for Reduced Municipal Vehicle Operating Speeds on Residential Streets

Dear Director Feist,

The West Central Neighborhood Council respectfully requests that the City of Spokane establish a maximum operating speed of 20 miles per hour for heavy municipal vehicles, including solid waste collection trucks, Streets and Wastewater Department vehicles, traveling on local residential streets.

West Central is one of Spokane's oldest residential neighborhoods, with narrow streets, on-street parking, frequent residential access points, and significant pedestrian and bicycle activity. These conditions create safety concerns when large municipal vehicles travel at or near the existing 25 mph residential speed limit. Although 25 mph may be legally permissible, it does not necessarily represent an appropriate operating speed for heavy vehicles navigating neighborhood streets.

Safety Benefits of Speed Reduction

Reducing vehicle speeds from 25 mph to 20 mph decreases kinetic energy by approximately 36%, representing a meaningful reduction in the energy associated with braking and collisions. A vehicle traveling at 25 mph also covers approximately 11 additional feet during a 1.5-second driver reaction period compared with one traveling at 20 mph.

For heavy municipal vehicles with substantial mass and limited visibility, these differences are particularly consequential. Traveling one continuous mile at 20 mph rather than 25 mph adds only 36 seconds, suggesting that the operational burden of reduced speeds may be relatively modest, particularly for solid waste vehicles that already make frequent stops.

Aligning Municipal Operations with West Central's Transportation Investments

The City of Spokane has made substantial commitments to improving pedestrian and bicycle safety throughout West Central. The City's 27 by 2027 Urban Mobility Network is expanding connected bicycle routes and neighborhood greenways, including improvements along Elm Street and Belt Street within our neighborhood. These investments are intended to create safer, more accessible routes for people walking, bicycling, and traveling without automobiles.

Similarly, the West Central Infrastructure Project (2024) represents a significant collaborative investment in neighborhood traffic calming, safer intersections, pedestrian crossings, sidewalks, and bicycle infrastructure. Improvements along the Chestnut–Elm neighborhood greenway, Broadway Avenue, and other neighborhood corridors reflect the City's recognition that West Central's transportation network must better accommodate vulnerable roadway users. The City has already

begun installing quick-build intersection improvements on Boone and Broadway avenues, at locations slated for future permanent safety features.

These investments should be accompanied by corresponding changes in municipal fleet operating practices. As neighborhood streets become increasingly accessible to pedestrians and cyclists, it is reasonable to expect that City-operated heavy vehicles will adopt operating speeds consistent with these safety objectives.

Protecting Children and School Transportation Routes

The need for additional precautions is particularly evident near Holmes Elementary School, where neighborhood children regularly walk and bicycle to school.

River City Youth operates a West Central Bike Bus program that organizes groups of students traveling to Holmes Elementary by bicycle under adult supervision. The program's Friday morning rides coincide with scheduled residential garbage collection in portions of West Central, creating predictable periods when children on bicycles and heavy solid waste collection vehicles may be operating on the same neighborhood streets.

This overlap deserves particular attention. Children are among the most vulnerable roadway users, and the presence of organized school bicycle transportation creates an opportunity for the City to proactively coordinate municipal collection operations with established school travel patterns.

The Council also recognizes the City's ongoing work on street and transportation improvements near Holmes Elementary. These efforts underscore the importance of ensuring that municipal vehicle operations reinforce, rather than undermine, investments intended to improve student and pedestrian safety.

Requested Actions

The West Central Neighborhood Council respectfully requests that the Public Works Department, in coordination with Solid Waste Management, Streets and Wastewater Departments, and Transportation and Sustainability:

1. **Establish a 20 mph maximum operating speed** for heavy municipal vehicles on local residential streets, while requiring lower speeds when conditions warrant and allowing narrowly defined operational exceptions.
2. **Initiate a 60–90-day pilot program in West Central** to evaluate the feasibility, safety benefits, operational impacts, and compliance associated with reduced municipal vehicle speeds.
3. **Coordinate solid waste collection operations with school transportation activities** particularly River City Youth's Friday morning Bike Bus program serving Holmes Elementary. Evaluate opportunities to adjust collection timing, routes, or operating procedures to minimize conflicts with students traveling to school.
4. **Review municipal vehicle operating practices near Holmes Elementary** including streets affected by existing or planned pedestrian, bicycle, and traffic-calming improvements.
5. **Evaluate municipal fleet speed monitoring and driver training** including existing GPS-based telematics and other measures that could support consistent compliance. Enable this data to be publicly accessible.
6. **Provide a written response within 60 days** identifying existing municipal fleet speed policies, opportunities for implementation, and a proposed timeline for further action.

7. **Consider citywide implementation** of a consistent municipal fleet speed management policy following evaluation of the West Central pilot program.

A Commitment to Safer Neighborhood Streets

The Council recognizes the essential services provided by Spokane's Solid Waste Management and Streets and Wastewater Department employees. This request is not intended to criticize individual workers but to establish a proactive safety standard that protects municipal employees and neighborhood residents alike.

Spokane is investing public resources in infrastructure designed to encourage walking, cycling, and safer neighborhood travel. These investments should be reinforced by municipal operating practices that reflect the same commitment to safety.

We believe reducing heavy municipal vehicle operating speeds to 20 mph represents a practical, measurable, and potentially low-cost opportunity to advance this commitment.

We respectfully request a meeting with representatives of Public Works, Solid Waste Management, and the Streets and Wastewater Departments to discuss implementation and opportunities for collaboration.

Thank you for your consideration and continued service to Spokane's neighborhoods.

Sincerely,

West Central Neighborhood Council

Spokane, Washington

Approved by vote of the West Central Neighborhood Council on: _____

Vote: _____ In Favor / _____ Opposed / _____ Abstained

Attachment: Municipal Vehicle Speed Safety Assessment — West Central Neighborhood, Spokane, WA

Distribution: Spokane Community Assembly

New Business

Letter of Support for West Hills Neighborhood Council, Sunset Bridge Rehabilitation

To : The Honorable Patty Murray, United States Senate
The Honorable Maria Cantwell, United States Senate
The Honorable Michael Baumgartner, United States House of Representatives

From: West Hills Neighbors, Spokane, Washington

Subject: Federal Funding Request for Sunset Bridge Rehabilitation — Urgent Safety and Infrastructure Needs for Spokane's West Hills Community

Date: October 2026

Dear Senator Murray, Senator Cantwell, and Representative Baumgartner:

On behalf of the residents of Spokane's West Hills neighborhood, we respectfully submit this citizen-driven request urging federal support for the rehabilitation of the Sunset Bridge, an essential transportation, safety, and emergency-access corridor for thousands of Spokane residents. We appreciate your longstanding commitment to infrastructure, public safety, and community resilience, and we ask for your leadership in ensuring that the Sunset Bridge is included in the upcoming federal appropriations cycle.

A Critical Safety Corridor in Rapid Decline
The Sunset Bridge is a heavily relied-upon structure in Spokane's transportation network. It serves pedestrians, bicyclists, motorists, transit users, and emergency responders every day. It is also a primary evacuation route for multiple neighborhoods located in Spokane's high-risk wildfire urban interface, and similar to nearby areas that have already experienced significant wildfire activity last month.

Yet despite its importance, the bridge is now rated in Poor condition and continues to deteriorate. The structural issues are no longer theoretical or long-term concerns; they are daily hazards affecting every constituent who depends on this crossing.

Key conditions include:

• Concrete deterioration: Large sections of the concrete balustrades and walkway structures have crumbled, with debris falling into Latah Creek below.
• The south pedestrian walkway has been closed for more than four years due to structural failure.
• Water-shedding pipe failures: The bridge's water-shedding and drainage pipes are cracked, plugged, misaligned, or missing, causing uncontrolled runoff that accelerates concrete decay and undermines the structural integrity of the underdeck.
• Weight restrictions: The bridge has been reduced from four lanes to two, and weight restrictions limit the movement of heavy vehicles, including certain emergency vehicles, during critical response situations.

• Pedestrian displacement into traffic: The north walkway, the only remaining pedestrian route, is periodically blocked by tents and personal belongings in the outlooks. When this occurs, pedestrians, including families, workers, and unhoused individuals, are forced directly into vehicle traffic on a state highway with no marked crosswalks at either end of the bridge.

These conditions create unacceptable risks for pedestrians, bicyclists, motorists, and emergency responders. They also compromise Spokane's ability to safely evacuate residents during wildfire events, an increasingly urgent concern for neighborhoods such as West Hills, Grandview/Thorpe, and Browne's Addition.

Wildfire Evacuation and Emergency Response

The Sunset Bridge is the primary eastbound evacuation route for West Hills. During a wildfire, evacuation traffic, emergency vehicles, and smoke-reduced visibility converge on this single corridor. Any structural failure, lane closure, or emergency-vehicle restriction would severely hinder evacuation and response. This is not theoretical, it has actually happened in the past few years during wildfires that close nearby roads, requiring evacuation thru limited numbers of corridors, depending upon the location and direction of the fires.

Recent wildfires in Spokane have demonstrated how quickly conditions can escalate. Our neighborhood sits directly within a high-risk zone identified by state and federal wildfire-hazard mapping. Rehabilitation of the Sunset Bridge is not only an infrastructure need; it is a life-safety requirement.

A Unified Community Request

Neighborhood councils across Spokane, including West Hills, Grandview/Thorpe, and Browne's Addition, among others, are coordinating testimony and letters of support. Spokane City Councilmembers have also expressed willingness to submit supporting documentation once constituent-initiated requests are filed.

We understand that the City of Spokane has previously requested federal funds through its work with the Spokane Regional Transportation Council. However, as confirmed in recent correspondence with Rep. Baumgartner's office, a constituent-initiated Community Project Funding Request is required for the Sunset Bridge to be prioritized in the federal appropriations process. This letter fulfills that requirement.

Our Request

We respectfully ask that the Sunset Bridge rehabilitation project be included in the upcoming federal budget and that your offices work with the City of Spokane to:

1. Advance a formal Community Project Funding Request for the Sunset Bridge rehabilitation.
2. Prioritize federal appropriations to address structural deterioration, pedestrian safety, emergency-access reliability, and wildfire-evacuation capacity.
3. Support interim safety measures, including marked crosswalks, lighting, and walkway clearance, while long-term rehabilitation is underway.

The Sunset Bridge is a century-old structure on the National Register of Historical Places, and has served Spokane well. Today, it requires federal partnership to ensure it remains safe, functional, and resilient for the next century. It is a beautiful archway bridge that connects neighborhoods, and when built was the main route in or out of Spokane when traveling to or from Seattle.

A Genuine Plea for Federal Action

We ask for your leadership not only as elected officials, but as stewards of public safety and infrastructure. Thousands of Spokane residents cross this bridge every day. Children walk to school across it. Workers commute across it. Emergency responders rely on it. Families depend on it during wildfire evacuations. We also hope that once restored, the nesting peregrine falcons will return to the bridge and produce offspring yet again.

We urge you to help us protect this vital structure before further deterioration results in preventable harm.

Thank you for your service to Washington State and for your attention to this urgent community need. We stand ready to provide additional testimony, data, or neighborhood-level documentation as your offices prepare the federal funding request.

Sincerely,
West Hills Neighbors
Spokane, Washington

Internal Committee Reports

Gmail WCNC Chair <wcnc.chair@gmail.com>

West Central Neighborhood Council's Nov. 3 Agenda

s.swan@comcast.net <s.swan@comcast.net> Sun, Oct 25, 2026 at 9:16 AM
To: WCNC Chair <wcnc.chair@gmail.com>, T Hammond <msthammond9@gmail.com>

As of 10/25/2026 we have $5063.06 in the bank!
Stephanie Swan
[Quoted text hidden]

Announcements

Gmail

WCNC Chair <wcnc.chair@gmail.com>

C.O.P.S. West Leadership Update

1 message

Victoria Eby-Bounds <victoria.eb.sc@outlook.com> Tue, Oct 20, 2026 at 10:16 AM
To: Stephanie Roberson <stephanielroberson@gmail.com>

Hello C.O.P.S. West Partners, Volunteers, and Community Supporters,

As we begin another year at C.O.P.S. West, I wanted to share an update with all of the wonderful people and organizations who work alongside us, support our efforts, and continue to help us serve our community.

Each year, we have the opportunity to transition leadership roles within our shop. This year, I'm excited to announce that **Stephanie Roberson will be stepping into the role of President of C.O.P.S. West.**

Stephanie has served alongside me as Vice President and has been a dedicated part of our shop and the work we do. She cares deeply about our volunteers, our partnerships, and our community, and I'm excited to see her step into this new role. I know she will bring her own ideas, energy, and heart to C.O.P.S. West, and I'm looking forward to supporting her along the way.

Allison Thurber will be serving as our Secretary, and I'm grateful to have her continuing this work with us as part of our leadership team.

I will be transitioning from President into the roles of **Vice President and Treasurer**. Although my title is changing, my commitment to C.O.P.S. West and our community is not. I will remain actively involved and will continue working with our partners, volunteers, law enforcement, neighborhood organizations, and community members.

Serving as President has been an incredibly meaningful experience for me. Some of the best parts of this role have been the relationships and partnerships we have built along the way. From community events and neighborhood projects to simply having people willing to answer a phone call, lend a hand, donate resources, or show up when something needs to be done, I have seen firsthand what can happen when a community works together.

Thank you to every person, organization, business, officer, volunteer, and community partner who has supported C.O.P.S. West and supported me during my time as President. Your time, encouragement, ideas, resources, and willingness to collaborate have meant more than you probably realize.

Moving forward, our leadership team will be:

President: Stephanie Roberson
509-953-9404
stephanielroberson@gmail.com

Vice President & Treasurer: Victoria Eby-Bounds

Secretary: Allison Thurber

Please feel free to reach out to Stephanie as our new Shop President, and know that you can always continue to reach out to me as well.

Leadership roles may change from year to year, but the reason we are here does not. We are here to serve, build relationships, strengthen partnerships, support our volunteers and law enforcement partners, and continue finding ways to make a positive difference in our community.

I'm incredibly thankful for this chapter and even more excited about what we can accomplish together in the next one.

With gratitude,

Victoria Eby-Bounds
Vice President & Treasurer
C.O.P.S. West

Gmail

WCNC Chair <wcnc.chair@gmail.com>

Sustainability & Resiliency Program for Spokane Residents - Please Share!

1 message

Alexandria O'Donovan <odonovan@gonzaga.edu> Wed, Oct 21, 2026 at 10:14 AM
To: "wcnc.chair@gmail.com" <wcnc.chair@gmail.com>

Hello West Central Neighborhood Council,

My name is Alexandria O'Donovan, and I am the Sustainability and Resilience Program Coordinator at Gonzaga University's Office of Sustainability.

Next spring, Gonzaga will be running the Resiliency Academy, a free-to-participate program designed to increase the engagement and confidence Spokane community members have with the many facets of sustainability. Through this program, participants will hear from sustainability-driven organizations in Spokane, have meaningful discussions about sustainability with neighbors and peers, and participate in workshops. The topics for this year include climate change, environmental injustice, energy and water conservation, waste reduction, and sustainable cities.

The Resilience Academy will take place once a week on Wednesdays from 12-1 PM starting on January 13th and ending on April 28th. Participants will celebrate completion of the 4-month program with a certificate and a host of skills and connections for building a more sustainable future. *It is open to anyone who wants to participate, regardless of age, experience with sustainability, or knowledge.*

Applications for the 2027 cohort are currently open, and I would love to have members of your community participate! I would greatly appreciate it if you would consider forwarding this email to your neighbors and/or share the flyer I have attached (which includes a clickable link over the QR code).

Applications and more information can be found here!

Please feel free to message me with any questions or concerns.

Thank you very much,

Alexandria O'Donovan
Sustainability and Resilience Program Coordinator
Office of Sustainability

odonovan@gonzaga.edu

509.313.7357

GONZAGA UNIVERSITY | Office of Sustainability

RA Flyer (Clickable Link Embedded).pdf
3045K

OFFICE OF SUSTAINABILITY
odonovan@gonzaga.edu

GONZAGA UNIVERSITY
Office of Sustainability



SPRING 2027

RESILIENCE ACADEMY

BUILD THE FUTURE YOU WANT TO LIVE IN

- Meet once a week
- Workshops and discussions
- Connect with local organizations

APPLICATIONS CLOSE NOV. 30!

Gmail

WCNC Chair <wcnc.chair@gmail.com>

PlanSpokane 2046 Plan Commission Hearing

1 message

Plan Spokane <eraplanspokane@spokanecity.org> Mon, Oct 26, 2026 at 4:19 PM

Dear Neighborhood Councils,

The PlanSpokane 2036 periodic update to the Comprehensive Plan has reached another significant milestone. The Spokane Plan Commission is holding a public hearing for the draft Comprehensive Plan, including the Future Land Use Map, and Final Environmental Impact Statement.

The special meeting will be held on **Monday, November 9, 2026 at 4 p.m.** in the Council Chambers on the lower level of City Hall, where Plan Commission will make a recommendation to City Council on the draft Comprehensive Plan and 20-year planning horizon.

-

Updated Materials Now Available

Updated materials that Plan Commission will hold their hearing on are now available for review.

The draft **Comprehensive Plan Chapters** have been updated based on public feedback and Plan Commission direction and are available on the Chapter Review webpage. Two versions of each Chapter are available: an icon version that includes explanations for edits and decisions made during the editing process and a draft design version that is intended to show the general design of the Comprehensive Plan post adoption.

Want to be able to search for keywords and see goals and policies of all of the Chapters on one screen? The **Comprehensive Plan Explorer** has been updated to reflect the current draft of the Comprehensive Plan and is available on the city webpage.

To view the revised **Future Land Use Map,** to be heard at the Plan Commission public hearing and which has been updated based on public feedback, visit the Interactive Future Land Use Map or read Chapter 3: Growth Strategy. The previously proposed Future Land Use Map remains available on the Future Land Use StoryMap page.

Finally, the **Final Environmental Impact Statement** – a technical document that analyzes the potential impacts and mitigation for planned growth – is now available on the Environmental Impact

Statement webpage. Along with updated analysis, the Final Environmental Impact Statement also responds to public comments received during the Draft Environmental Impact Statement comment period.

How to Comment

Submit written comments to PlanSpokane@spokanecity.org by 10 a.m. on November 9, 2026, to ensure commissioners have enough time to review. Comments should be as descriptive as possible to help the Plan Commission understand how your comments relate to the proposal.

Those wishing to speak at the hearing may sign up using the directions and link in the Plan Commission agenda packet, which will be available on the Plan Commission webpage. Directions on how to sign up are on page four of the agenda packet. The Plan Commission hearing 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 link in the agenda.

More PlanSpokane 2046 Information

For additional information about the PlanSpokane 2046 project, including engagement summaries, climate planning, and housing analysis, visit the project webpage at PlanSpokane.org.

Thank you and please reach out with any questions. Reach the project team at PlanSpokane@spokanecity.org or (509) 625-6500.

Brandon Whitmarsh (*he/him*) | City of Spokane | Planner II | Planning & Economic Development

509.625.6846 | dept. 509.625.6500 | bwhitmarsh@spokanecity.org | spokanecity.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

Gmail

WCNC Chair <wcnc.chair@gmail.com>

Notice of Availability: City of Spokane Comprehensive Plan Periodic Update Final EIS

1 message

BDS Admin <erabdsadmin@spokanecity.org> Mon, Oct 26, 2026 at 4:13 PM

Good afternoon,

The City of Spokane is preparing a periodic update to the City's Comprehensive Plan, through the horizon of 2046. As part of this process, the City is developing an Environmental Impact Statement (EIS). In February 2025, a Determination of Significance and Request for Comments on Scope of Environmental Impact Statement was issued. The City of Spokane then issued a Notice of Availability of Draft Environmental Impact Statement in December 2025, with a comment period from December 18, 2025 through March 5, 2026. This email is a Notice of Availability of the Final Environmental Impact Statement, published October 26, 2026.

The full Final Environment Impact Statement, along with a summary, can be found on the project webpage: https://my.spokanecity.org/planspokane/eis/. The EIS considers the impacts related to a wide range of natural environment, land use, housing, economic development, transportation, public services, and utilities topics and identifies potential mitigation measures. The EIS also responds to all comments received during the Draft EIS comment period.

Questions or comments about the EIS or the overall PlanSpokane 2046 periodic update to the Comprehensive Plan can be sent to PlanSpokane@spokanecity.org.

Thank you,

PLANSPOKANE

Resilient | Connected | Livable | 2046

KayCee Downey, AICP *(she/her)* | City of Spokane | Senior Planner | Planning & Economic Development
509.625.6194 | *dept.* 509.625.6500 | kdowney@spokanecity.org |spokanecity.org

Help shape the future of the City of Spokane! Learn more about PlanSpokane 2046 at PlanSpokane.org

This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.

FEIS Notice of Availability - October 2026.pdf
189K

PLANSPOKANE

Resilient | Connected | Livable | 2046

Notice of Availability of Final Environmental Impact Statement
City of Spokane Comprehensive Plan Periodic Update

Date of Issuance: October 26, 2026

Lead agency: City of Spokane, Department of Planning Services

Agency Contact: **Tirrell Black**, *Assistant Planning Director, Project Manager*, 509.625.6500
PlanSpokane@spokanecity.org

Description of Proposal

Spokane is preparing a periodic update to the City's Comprehensive Plan for 20 years, from 2026 to 2046. The City's Comprehensive Plan was last updated in 2017. The Comprehensive Plan helps the City manage growth, provide housing and job opportunities, plan for services and infrastructure (e.g., streets, stormwater, parks), and more.

Each chapter of the plan, except for the Shorelines Chapter, will be updated to address new growth targets for population and jobs, and to meet changes to the Growth Management Act (GMA) since 2017 including considerations around Climate Planning and Planning for Housing at all income levels, and incorporate the community's vision for the next 20 years.

The Land Use Plan Map has been amended with the periodic update proposals to create more housing and job opportunities and respond to growth targets, community needs, transportation investments, and environmental conditions. Zoning and other development regulations will also be amended to implement the Land Use Plan Map. Critical Area regulations will be evaluated and updated in 2027, and recent state planning rules will be addressed.

The City prepared a Draft EIS in December 2025 (comment period December 18, 2025-March 5, 2026) to evaluate different growth patterns and policies. Alternative 1 "Stay the Course" is a required "no action" alternative that would maintain the current comprehensive plan and code. It was developed in prior years with different growth targets and different state expectations. This alternative includes "middle housing" changes adopted by the city in 2023. Alternative 2 "Distributed & Balanced" adds greater housing and job intensity along frequent transit routes and prioritizes a jobs/housing balance. Alternative 3 "Center City & Regional Hubs" focuses both jobs and housing growth in regional hubs and connections between

them, particularly Center City, West Plains, and Hillyard. The Final EIS also evaluates a Preferred Alternative that reflects public input and review by the Plan Commission and City Council. It blends features of all EIS alternatives – growth in major hubs like the Center City, mixed use and housing growth along bus rapid transit lines and corridors, and employment growth consistent with regional projections. The Final EIS also responds to comments on the Draft EIS.

The EIS considers the impacts of the alternatives towards a wide range of natural environment, land use, housing, economic development, transportation, public service, and utilities topics and identifies potential mitigation measures.

Location of Proposal

The Comprehensive Plan primarily addresses the Spokane city limits. Secondarily the plan addresses unincorporated urban growth areas and utility service areas abutting the city.

Proponent

City of Spokane

Document Availability

Final EIS: The Final EIS is posted on the City of Spokane website at of https://my.spokanecity.org/planspokane/eis/. The Final EIS is also available for review at Spokane City Hall: 808 W. Spokane Falls Blvd, Spokane, WA 99201.

Periodic Update: Draft chapters of the Comprehensive Plan are available at**:** https://my.spokanecity.org/planspokane/chapter-review/.

Responsible Official

Spencer Gardner, Director, Planning Services, City of Spokane, 808 W. Spokane Falls Blvd, Spokane, WA 99201, 509.625.6097, sgardner@spokanecity.org.

Signature: Date: 26/10/2026

Appeal: *Eligible agencies, individuals, and organizations may appeal the adequacy of the Final EIS pursuant to SMC 17E.050.210 by 3:00 p.m. on November 9, 2026. Appeals must be submitted on the form available at the Development Services Center, accompanied by specific factual objections and the appeal fee. Information on appeal procedures is available at the Development Services Center or from the Project Manager listed above.*

Notice of Availability - FEIS

Final Audit Report 2026-10-26

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