



Transportation Commission Agenda

Regular Meeting

Thursday, August 20, 2026

4:00 PM

Hybrid - Council Chambers / Microsoft Teams

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See page two for Information

TIMES GIVEN BELOW ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Briefing Session – 4:00-4:20

1. Roll Call – Staff
2. [Public Comment](#) Period – Public is invited to comment on related topics other than agenda items scheduled for public hearings (2 minutes max each comment)
3. Approve [7/16/2026](#) meeting minutes – All
4. President Report – Grant Shipley
5. Secretary Report – Jon Snyder
6. Additional Reports, if requested - Liaisons
7. Approval of current agenda – All

Workshops: (All times below are approximate)

1. 4:20 – 4:50 [Spokane Falls Boulevard Project](#) (Lorena Croucher)
2. 4:50 – 5:05 [Bicycle Priority Network and Master Plan Amendments](#) (Colin Quinn-Hurst)
3. 5:05 – 5:20 [TBD Fee Recommendation Resolution](#) (Jon Snyder & Abigail Martin)
4. 5:20 – 5:35 [Traffic Calming Cycle 15 Candidate Project Analysis](#) (Nicole White)

Hearings: (All times below are approximate)

1. 5:35 – 5:50 [*TBD Sidewalk Projects for 2027 and 2028](#) (Nicole White & Jon Snyder)

Adjournment: The next regularly scheduled TC meeting will be Thursday, September 17, 2026.

A quorum of the City Council may be present as liaisons to the Commission during this meeting.

*Items denoted with an asterisk may include final action taken by the Commission. Written public testimony will be accepted at transportationcommission@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Transportation Commission Teams Meeting Information

Thursday, August 20, 2026

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

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 267 627 097 893 8

Passcode: TP3uJ75Z

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 812 799 0

[More info](#)

How to participate in virtual public testimony for hearing items:

SIGN UP

Sign up to give testimony by clicking on the button above. This will take you to an online form where you can select the hearing item on which you wish to give testimony.

The form will be **open from 8:00am on 8/13/2026, until 3:00 p.m. on 8/20/2026**. The hearing will begin at 5:35 p.m. When it is your turn to testify, Transportation Commission President will call your name, and you can begin your testimony. You will have 2 minutes to speak.

Please note that public testimony will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: transportationcommission@spokanecity.org. Written public testimony will be accepted on hearing items up to one hour prior to the start of the meeting.

The audio proceedings of the Transportation Commission meetings will be recorded and are available online.

Transportation Commission

Upcoming Agenda Items

(All items are subject to change)

September 17, Transportation Commission (120 minutes available) Hybrid

- Cycle 15 Traffic Calming
- SRTS
- Vision Zero Crash Analysis
- Highway Usage Charge
- Legislative Agenda
- Deepwalk Scan Sidewalk Inventory
- TBD Fee Recommendation

October 15, Transportation Commission (120 minutes available) Hybrid

- Cycle 15 Traffic Calming
- Construction Season Review

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Transportation Commission – Meeting Minutes Draft

Thursday, July 16, 2026

City Council Chambers

Meeting called to order at 4:00 PM by Vice-President Young

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

- *Jeff Mergler*
- *Paula Horning*
- *Justin Haller*

Attendance:

- Commission Members Present: Rhonda Young, Mike Bjordahl, Raychel Callary, Joni Harris, Kaylee Jackman, Lauren Pangborn
- Commission Members Not Present: Grant Shipley, Dylan Jouliot
- Non-Voting Members Present: Spokane Transit Authority, Spokane Regional Transportation Council, Spokane Regional Health District, Downtown Spokane Partnership, Northeast Public Development Authority, Spokane Public Schools, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not Present: Washington State Department of Transportation, PBIA East Sprague, University District, S3R3 Solutions
- *Quorum Present: Yes*
- Staff Members Present: Jon Snyder, Emily King, Nicole White, Abbey Martin, Nicole White, Jesten Ray, Matthew Cozza, Clint Harris, Brian Brisendine, Inga Note, Mayra Marroquin, Andres Grageda, CM Sarah Dixit, CM Kate Telis, CM Zack Zappone, Sebastian Pedinielli, Kevin Picanco, Nathan Sulya, Kirstin Davis

Minutes: Minutes from 6/17/2026 approved unanimously with a clerical amendment to the Official Vote for Transportation Commission Meeting Date Change.

Briefing Session:

- **President Report – Rhonda Young**
 - Vice-President Young did not provide a report.
- **Secretary Report – Jon Snyder**
 - Jon mentioned that during the charter meeting today, Inga Note pointed out that our Safe Streets for All federal grant has been reduced by ten percent. This is a multi-year grant of about nine million dollars for different bicycle and pedestrian facilities around the city. It has also been changed so that we have to strip out bike lane projects, so now we're focusing on multi-use paths, ADA access ramps, and other facilities instead. Jon brought this up as there has been a lot of discussion about how federal funding sources have changed, and different impacts for different sources of funds have gone through changes.
- **Additional Reports – None**

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- **Parking Management 101**
 - Presentation provided by: Jesten Ray
 - Questions asked and answered.
 - Discussion ensued.

- Alternative Local Funding for Sidewalks Report
 - Presentation provided by: Nicole White
 - Questions asked and answered.
 - Discussion ensued.
- TBD Expansion: Potential Uses for Increased Funds
 - Presentation provided by: Jon Snyder & Abigail Martin
 - Questions asked and answered.
 - Discussion ensued.
- Transportation Commission Annual Report
 - Presentation provided by: Nicole White & Abigail Martin
 - Questions asked and answered.
 - Discussion ensued.

Hearing Items:

- TBD 2 Year Cycle Revisions
 - Presentation provided by: Jon Snyder, Nicole White, & Abigail Martin
 - Questions asked and answered.
 - Discussion ensued.
- Motion:** I [Commissioner Harris] move to accept the revisions as written.
Seconded by Commissioner Pangborn.
Motion passes 6 to 0 to 0.

Meeting Adjourned at 5:47 PM.

The next regularly scheduled Transportation Commission meeting is on Thursday, August 20, 2026.

BRIEFING PAPER: Spokane Falls Boulevard Reconstruction
City of Spokane
Transportation Commission
8/20/2026

Subject:

This is an update on the Spokane Falls Boulevard Reconstruction project and a report out of feedback heard from the recently completed online survey.

Background:

From the Spokane Falls project website:

“The Spokane Falls Boulevard Reconstruction Project will replace aging pavement and underground utilities and evaluate street design concepts that improve safety and access for people traveling through and along the corridor—whether driving, walking, biking, taking transit, attending events, or accessing nearby businesses and civic destinations.”

[Spokane Falls Boulevard Planning Study - City of Spokane, Washington](#)

The project will include core improvements focused on safety, function, and the downtown experience. These improvements include **traffic calming features** to help manage vehicle speeds, upgraded **street lighting to improve visibility** and comfort, modernized **traffic signals** to support safer crossings and smoother operations, and a **protected bike lane**.

This update will provide a summary of the responses received through the online survey, which closed on July 31, 2026. The survey focused on two remaining concept questions:

- 1) Reducing the roadway from three travel lanes to two to accommodate additional surface improvements
- 2) Converting a segment of Spokane Falls Boulevard from Division to Washington from one-way operations to two-way.

The survey received nearly 690 responses.

The project team will also provide an update on stakeholder feedback received to date.

This is the first of two anticipated touchpoints with the Transportation Commission for this project. This first touchpoint will focus on providing engagement feedback to the Commission. At the second touchpoint, the project team will seek a final recommendation from the Commission on the traffic reconfiguration concept plan to carry forward into design.

Relationship to Plans/Actions:

This is a high priority downtown rebuild street project, first identified and prioritized in the City's 2017 Comprehensive Plan.

Timeline/ Further Action:

Project Design anticipated to start in quarter 4 of 2026.

BRIEFING PAPER: Bicycle Master Plan Map Updated
City of Spokane
Transportation Commission
8/20/2026

Subject:

With the PlanSpokane 2046 Comprehensive Plan Periodic Update, updated transportation facility maps have been produced.

The updated Bicycle Master Plan incorporates the Bicycle Priority Network into the Proposed Bicycle Network Map, Map TR-05, and adjusts the facility designations to indicate priority level rather than facility type.

Background:

The City of Spokane released a Final Environmental Impact Statement (EIS) for the Periodic Update of the City's Comprehensive Plan, guiding growth from now through 2046. This plan determines the community's strategic direction for accommodating growth through land use, zoning, infrastructure, programs, and transportation facilities. The Transportation Element, contained within Chapter 4, includes a series of maps related to transportation planning, such as the Proposed Arterial Network, Freight Network, Pedestrian Priority, Heavy Haul, and Proposed Bicycle Network.

The updated Proposed Bicycle Network incorporates the results of recent plans and studies, including the Accelerated Mobility Playbook, DivisionConnects, Division Street Transit-Oriented Development (TOD) Plan, Bicycle Priority Network, and TOD Framework Study.

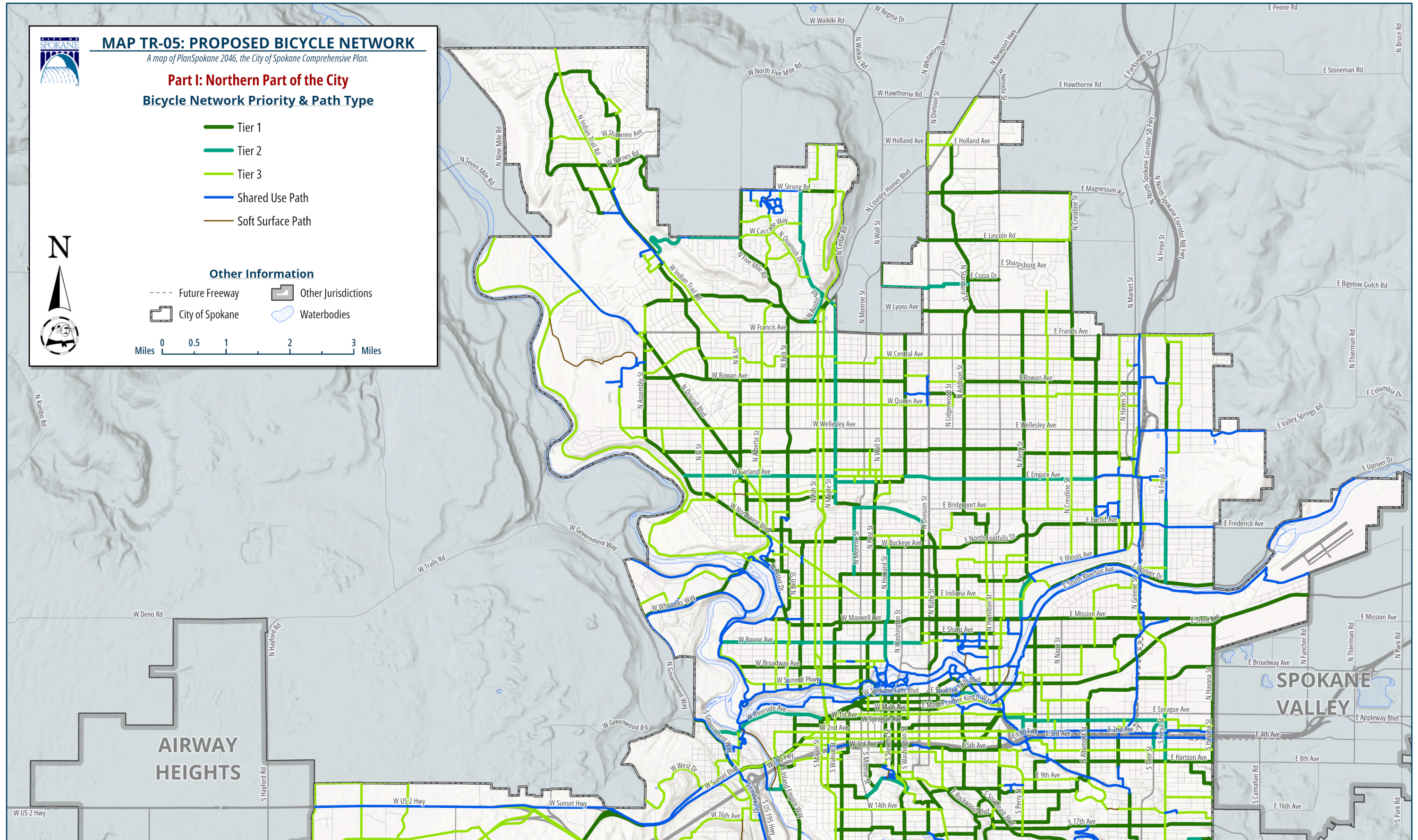
The updated map includes new designations that focus on priority level rather than facility type, delegating design decisions to the upcoming Bikeway Design Guidelines that are being developed as part of a federal Safe Streets & Roads For All grant.

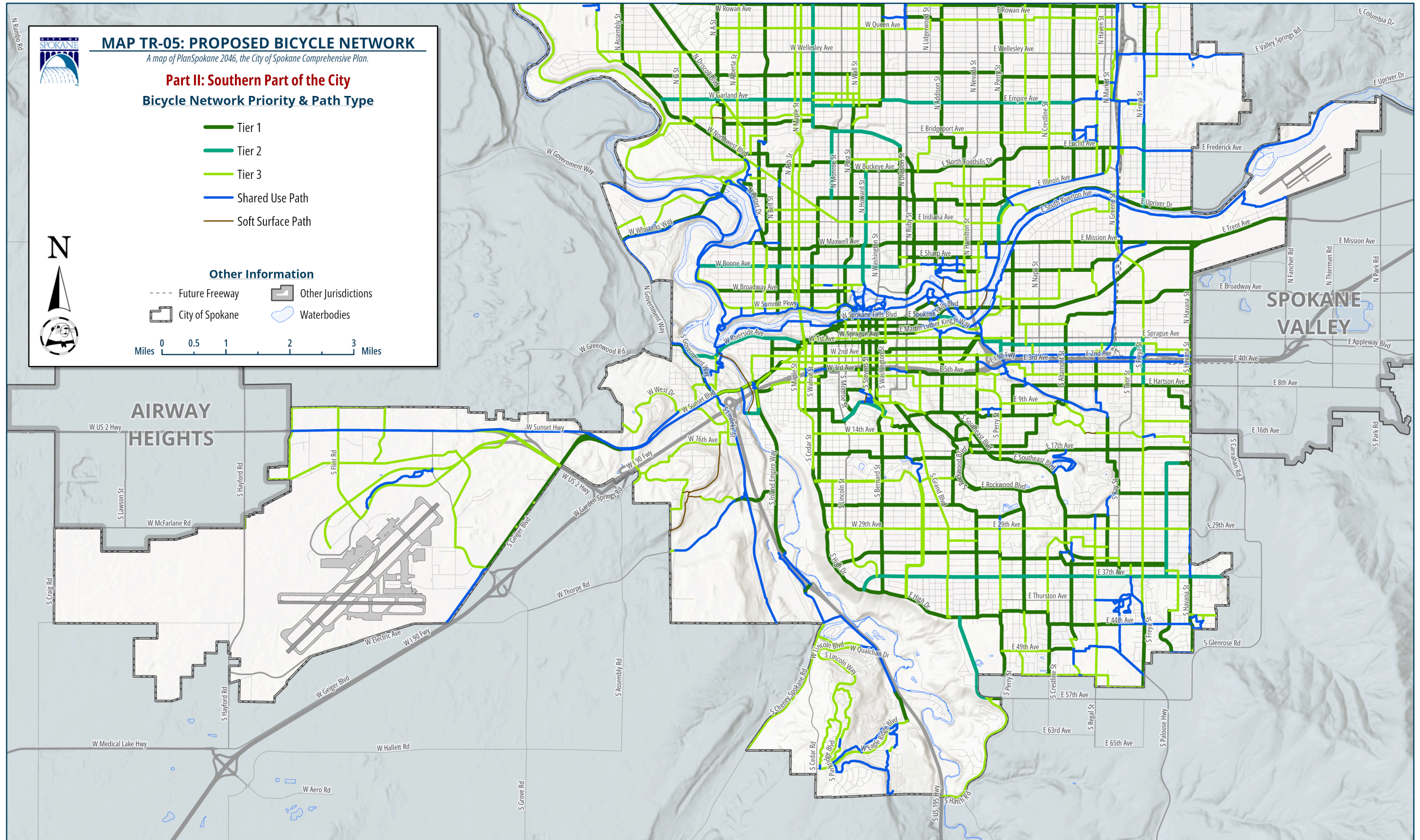
The new designations (Tier I, Tier II, and Tier III) are defined as follows:

- Tier I = Core Bicycle Priority Network
- Tier II = Extended Bicycle Priority Network
- Tier III = All other bike routes previously identified in the prior adopted Proposed Bicycle Network Map

Timeline/ Further Action:

Following consideration of the Final EIS by the public and Plan Commission, the updated version of Map TR-5, attached in this packet, will be adopted by Spokane City Council as part of the City's PlanSpokane 2046 Periodic Update of the Comprehensive Plan.





BRIEFING PAPER: TBD Fee Proposal Recommendation Workshop
City of Spokane
Transportation Commission
8/20/2026

Subject:

Preparing a Transportation Benefit District (TBD) fee increase and funding allocation resolution with recommendations to the TBD Board.

Background:

Upon passage of ordinance C34648 the [Transportation Benefit District Board](#) established a \$20 annual vehicle fee in 2011 that is charged on eligible vehicle registrations in City of Spokane. During its April meeting, the commission requested additional information on expired car tab (vehicle registration) enforcement and compliance. In June, the commission was presented with data on enforcement and vehicle registration trends. In July, staff presented potential funding application opportunities should the TBD Board expand the TBD. These options included expanded local access street maintenance, expanded sidewalk infill, expanded crack-sealing and maintenance, paving unpaved streets, and residential street rebuilds.

Staff will share a draft fee increase and funding allocation recommendation resolution with commissioners.

The resources below provide additional context:

- [Residential Street Rebuild Inventory](#) (Presented to the Transportation Commission 11/15/2025)
- [Transportation Benefit District \(TBD\) Increase Consideration](#) (Presented to the Transportation Commission 6/17/2026)
- [Transportation Benefit District \(TBD\) Increase Considerations: Potential Funding Applications](#)
- [City of Spokane Transportation Benefit District](#) – Past annual reports and other supporting documentation is available on the City TBD webpage.

Relationship to Plans/Actions:

Per Spokane Municipal Code 04.40.080 (D):

“The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:

- 1. Use of Transportation Benefit District (TBD) program funds;”*

Projects funded by the TBD program may include sidewalk construction and other traffic calming and Complete Streets elements that align with the priorities of the Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, Vision Zero Action Plan to support safe connected multimodal networks for all users.

Timeline/ Further Action:

The Commission will vote on the resolution in a hearing in September.

RESOLUTION 2026 – XXX

A resolution proposing an increase in the Transportation Benefit District per vehicle (tab) fee and expanded fund use priorities as recommended by the Transportation Commission for approval by the Spokane City Council, the Transportation Benefit District Governing Board.

WHEREAS, on June 24, 2024, the City Council adopted Ordinance C36517, which ordinance established the city's Transportation Commission, whose responsibilities were set forth in Chapter 04.40 of the Spokane Municipal Code; and

WHEREAS, Ordinance C36517 also dissolved the Citizens Transportation Advisory Board (CTAB) and assigned citizen oversight of District funds to the newly created Transportation Commission, which now is charged with making recommendations for local access street and sidewalk construction and maintenance to the City Council; and

WHEREAS, the Transportation Benefit District fee has remained at \$20 without increase since program inception in 2011; and

WHEREAS, the monetary value of \$20 has eroded due to inflation and increased project costs since 2011;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Commission recommends the Transportation Benefit District fee be increased from \$20 to \$40, using those funds generated pursuant to Chapter 8.16 of the Spokane Municipal Code; and

BE IT FURTHER RESOLVED, the Transportation Commission recommends the revenue generated from the \$40 vehicle fee shall only be expended as follows; for improvements to operation, preservation, and maintenance of the City's facilities, functions, activities, as specifically allocated pursuant to the transportation benefit district ordinance. Ten percent (10%) of the fund annually shall be allocated to sidewalk construction and infill. Local access street rebuild projects shall be considered for funding during each annual cycle or as a part of an adopted multi-year maintenance plan.

BRIEFING PAPER: Cycle 15 Traffic Calming Candidate Project Analysis
City of Spokane
Transportation Commission
8/20/2026

Subject:

Process for selecting Cycle 15 Spokane Safe Streets for All Neighborhood Traffic Calming Projects (for 2027 quick-build and 2028 construction).

Background:

This fall, the City will select projects for the next round of traffic calming projects, Cycle 15, which is the 2028 construction season for standard construction projects and the 2027 construction season for quick-build projects. This is the second year the Transportation Commission has a lead role in selecting projects that are forwarded to Council for approval.

Staff presented candidate projects to the Commission in Spring 2026. Projects presented were from three sources: the existing DOWL project list from a neighborhood workshop series in 2022, the 27x2027 Urban Mobility Network, and community submissions solicited through the new 311 Safe Streets Survey. Commissioners provided feedback on which projects they wanted to be scoped during Summer 2026 and consider for funding.

In this workshop, staff will share information on the matrix analysis assessing safety, equity, and connectivity considerations for each project.

Past 2026 Cycle 15 workshop presentations and supporting documents are available at the links below:

[DRAFT DOWL Candidate Traffic Calming Projects for Consideration](#) (March 18, 2026)
[Traffic Calming Projects](#) (March 18, 2026)
[Cycle 15 Traffic Calming Community Submissions](#) (April 15, 2026)
[Candidate Projects – Traffic Calming Cycle 15](#) (April 15, 2026)
[Cycle 15 Traffic Calming Projects for Scoping](#) (May 20, 2026)

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

Relationship to Plans/Actions:

Traffic calming projects are a key implementation strategy for the Pedestrian Master Plan, the Bicycle Master Plan and the Vision Zero Action Plan.

Timeline/ Further Action:

Commission will provide feedback on candidate projects in September and October meetings. In November, the Commission will have a hearing to select projects to recommend to City Council for funding. City Council will take final action on project selection in December 2026.

BRIEFING PAPER: TBD 2 Year Sidewalk Cycle Revisions
City of Spokane
Transportation Commission
8/20/2026

Subject:

Hearing for the purposes of selecting sidewalk projects for a 2-year cycle (2027-2028) residential streets program funded through the Transportation Benefit District (TBD).

Background:

The City of Spokane has nearly 2,200 lane miles of streets. TBD revenues fund annual preservation and maintenance of the City's existing transportation facilities including sidewalks.

In the June 2026 Commission meeting, the commissioners made recommendations for 2027 projects. The project selection discussion included consideration of a 2-year cycle for project selection. Staff have reviewed the 2027 selections and alternate projects recommended during the June hearing and have now created a 2-year cycle version of the selected sidewalk projects and alternates to bring to the commission for consideration. The 2-year cycle contains a change to the proposed 2027 construction projects. The projects slated for 2028 will still serve as alternate projects for the 2027 construction season if necessary.

This fall the city council will select residential street maintenance and sidewalk projects for the 2027 and 2028 construction season under the Six-Year Streets Plan.

Relationship to Plans/Actions:

Project selection is a key component of the 6-Year Streets Plan. Funded projects may include sidewalk maintenance and/or construction, aligning with the priorities of the Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, Vision Zero Action Plan to support safe connected multimodal networks for all users.

Timeline/ Further Action:

After action is taken by the Transportation Commission the Council will consider the recommendations and take action after which staff will prepare the projects for bid.

RESOLUTION 2026 – XXX

A resolution establishing the 2027 and 2028 sidewalk projects as recommended by the Transportation Commission for approval by the Spokane City Council, the Transportation Benefit District Governing Board.

WHEREAS, on June 24, 2024, the City Council adopted Ordinance C36517, which ordinance established the city's Transportation Commission, whose responsibilities were set forth in Chapter 04.40 of the Spokane Municipal Code; and

WHEREAS, Ordinance C36517 also dissolved the Citizens Transportation Advisory Board (CTAB) and assigned citizen oversight of District funds to the newly created Transportation Commission, which now is charged with making recommendations for local access street repair to the City Council; and

WHEREAS, the Transportation Commission divided its potential project responsibilities among the three City Council districts and conducted on-site reviews of each proposed sidewalk project, and then evaluated project priorities based on budget;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Commission recommendation and project prioritization as set forth in Exhibit A for the 2027 and 2028 years, using those funds generated pursuant to Chapter 8.16 of the Spokane Municipal Code; and

BE IT FURTHER RESOLVED, the revenue generated from the \$20 vehicle fee shall only be expended for improvements to operation, preservation, and maintenance of the City's facilities, functions, activities, as specifically allocated pursuant to this resolution and Exhibit A, and 2028 projects may be used as alternate projects for the 2027 construction season as needed.

Exhibit A

Proposed Year	Council District	Project Name
2027	2	11 th Ave, Arthur St to Perry St
2027	2	Pittsburg St, 34 th Ave to 37 th Ave (one side)
2028	3	Francis Ave, Assembly St to Sutherlin St (one side)
2028	2	Arthur St, 38 th Ave to 43 rd Ave (one side)

**Transportation
Commission
Public Comments
Received
7/9/2026 to
8/12/2026**

King, Emily

From: Bryn West <bwest@corealestategroup.com>
Sent: Tuesday, July 28, 2026 4:31 PM
To: Mayor; Snyder, Jon; Feist, Marlene; Picanco, Kevin
Cc: City Council Members and Staff; Transportation Commission;
CJORDAN@SpokaneCounty.org; Ibollenback; Downtown Emilie Cameron; Rose Noble;
Ashley Blake; Betsy Cowles
Subject: Spokane Falls Blvd Redesign
Attachments: Letter of Concern 2 _SFB.pdf

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good afternoon Mayor Brown,

On behalf of the property owners, business tenants, residents, and users that own and operate businesses, venues and produce events along Spokane Falls Boulevard, please find in the attached letter our request to meet with you to share our concerns and provide feedback on the redesign project.

We ask that the city carefully consider the perspectives of those who rely on this corridor every day. There are opportunities to design a project that can work for the residents, visitors, employees, and the thousands of people who attend downtown events each year and utilize this important downtown street, but we're frustrated that our feedback has not been considered. After we last emailed a joint letter in December 2025, no outreach or meeting followed to hear about our concerns. In the months since, the only direct communications we've received has been from the DSP informing us that the city had opened a new survey for public input this month.

We understand that city is finalizing its recommended design options and urge you to meet with us so that we have an opportunity to provide feedback. We are committed to working with you on needed infrastructure improvements that enhance Spokane Falls Boulevard while also preserving the accessibility that is essential to downtown's continued success.

Thank you for your time and consideration.

Regards,

Bryn



COWLES REAL ESTATE

BRYN WEST
Vice President

O: 509-227-5759 | C: 509-847-5879
bwest@corealestategroup.com
cowlesrealestate.com | riverparksquare.com

Community. Optimism. Respect. Excellence.

July 28, 2026

Mayor Lisa Brown
City Hall, 818 W Spokane Falls Blvd.
Spokane, WA 99201

Dear Mayor,

As property owners, business tenants, residents and users that own and operate businesses, venues and produce events along Spokane Falls Boulevard, from Division to Lincoln, we were disappointed that the City has launched a new public survey and intends to advance significant changes to Spokane Falls Boulevard despite the consistent and unified concerns raised by the adjacent property owners and operators most directly affected by this project.

Over the past year, we participated in multiple public meetings, submitted written comments, and met individually with City staff and consultants. Throughout that process, we shared thoughtful, experience-based feedback about how Spokane Falls Boulevard functions and why preserving reliable access is essential to the businesses, venues, hotels, residents, and regional destinations that depend on it. Unfortunately, our concerns have not been meaningfully reflected in the concepts now being advanced.

This is particularly frustrating because we were assured our feedback would help shape the project. Instead, after raising significant operational concerns, we were met with dismissive responses, including being told, "change is hard," and a promised follow-up discussion with staff never occurred. The current proposal gives the appearance that the outcome was predetermined rather than informed by stakeholder input.

Spokane Falls Boulevard is not simply another downtown street. It is one of the region's most important access corridors, serving the Spokane Convention Center, First Interstate Center for the Arts, Riverfront Park, River Park Square, downtown hotels, restaurants, businesses, and major annual events. These destinations are not occasional users of the corridor, they are economic drivers that work every day to attract visitors, conventions, performances, sporting events, and community gatherings that generate substantial economic activity and tax revenue for the city.

Recent project materials suggest the city should not design infrastructure around periodic event traffic. That framing fundamentally misunderstands how this corridor functions. Spokane Falls Boulevard functions as more than just a transportation corridor, it is both an event venue and the primary access artery for Riverfront Park and many of Spokane's largest community events. Existing congestion during concerts, conventions, festivals, and major downtown events already create challenges for visitors and customers trying to access nearby businesses. The proposed design options further reduce roadway capacity and we're concerned how this will exacerbate congestion and make it more difficult to safely and efficiently access downtown's premier destinations.

Transportation infrastructure that serves major regional event destinations like that along Spokane Falls Boulevard should be designed for peak operational demand – not just average daily traffic – because those peak periods are precisely when downtown's economic activity, tax generation, and community

benefit are at their highest. Accessibility ensures that downtown businesses, cultural institutions, and visitor destinations can succeed. The ability for visitors to conveniently access downtown is central to Spokane's economic vitality.

As the owners, operators, and institutions that invest along this corridor, we ask that as our city leaders you genuinely consider the expertise of those who experience Spokane Falls Boulevard every day. Our collective goal is to support a downtown that is active. Before any preferred alternative is advanced to redesign Spokane Falls Boulevard, we respectfully request an opportunity to meet with you to discuss how the street functions in practice, the operational realities of managing large visitor volumes, and why maintaining efficient access is essential to the continued success of downtown Spokane. We believe a better solution is possible, but only if the concerns of the adjacent property owners are meaningfully incorporated into the decision-making process.

We urge you to ensure this project reflects not only planning objectives, but also the practical realities of the businesses, venues, and institutions that help make downtown Spokane a regional destination. Their voices deserve to be heard before irreversible decisions are made.

Sincerely,

Betsy Cowles, Cowles Company
Bryn West, River Park Square
Nicholas Knapton, Knapton Development
Susan Horton, Wheatland Bank
Shannon Ahern, Liberty Building
Larry Stone, The Stone Group
Melissa Green, Davenport Hotels
August Richardson, Double Tree Hotel City Center
Meredith Rainville, Best Western Plus City Center

Stephanie Curran, Spokane Public Facilities District
Karen Hudson, Mobius Discovery Center
Tim O'Doherty, O'Doherty's Irish Grille
Andrew Campagna, Mizuna
Kevin Cox, Purgatory Whiskey Bar & Agave
Wendy Goshey, Nordstrom
Riley Stockton, Hoopfest
Monika Hawkinson, Spokane Lilac Festival
Gordon Hester, Kiemle Hagood

CC: Spokane City Council
Spokane Transportation Commissioners
Jon Snyder, Director of Transportation & Sustainability
Marlene Fiest, Director of Public Works
Spokane Regional Transportation Council
Downtown Spokane Partnership
Visit Spokane
Spokane Sports

King, Emily

From: Jake Ingram <vfw1474.projectmanager@gmail.com>
Sent: Tuesday, July 28, 2026 7:29 AM
To: Transportation Commission

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I saw on the news this morning you're taking public commentary on a potential Spokane Falls Blvd. Project. I don't know if this is the correct form of commitment or contact, but this avenue is what I was able to find via the city's website. I would just request that our local, (not National) but local, veterans both past and present, be honored and represented in some way if this becomes a large, showcase project.

I would like to ask, separately from Spokane Falls Blvd, if there could ever be funding for (local, State, Federal, private) street signs that direct the community to the locations of the two VFW's in the city of Spokane, VFW Post 51, 300 W. Mission Ave, Spokane WA 99201 and VFW Post 1474, 2902 E Diamond Ave, Spokane, WA 99217?

Also, in addition to directions that help locate the VFW 's, could there be funding for the street area's immediately surrounding these Post's? i.e. easier access, better ADA access, easier access by bike, scooter, wheelchair, transport vans, etc. and more safety features as well?

Thank you for your time and consideration,

Hillyard Post 1474
2902 E Diamond Ave
Spokane WA 99217-6117
509-487-3784



Jake Ingram **208-704-5834 (cell)**
Special Projects Manager
vfw1474.projectmanager@gmail.com

King, Emily

From: Winger, Clifford
Sent: Saturday, August 8, 2026 3:16 PM
To: Carol Tomsic
Cc: Transportation Commission; Martin, Abigail M.; Snyder, Jon; Nuss, Sarah; Luke Tolley; Hamlin, Heather
Subject: Future PeTT Committee Action Item: Neighborhood Evacuation Routes

Future Action Item: Evaluate Spokane's neighborhood evacuation infrastructure and work with City leadership to identify improvements that will allow residents to evacuate safely and quickly during wildfires and other emergencies.

Carol,

The Palisades Fire last year demonstrated the tragic consequences that can occur when residents have limited evacuation options. Reports of people losing their lives while attempting to evacuate in their vehicles underscore that evacuation routes are not simply a transportation issue, they are a matter of public safety and protecting human life.

The recent wildfire in Spokane, along with conversations with residents in Indian Trail and Five Mile Prairie, raise questions about whether neighborhoods such as Indian Trail, Five Mile Prairie, Grandview-Thorpe, Eagle Ridge, and Latah Valley have adequate and redundant evacuation routes should a major roadway become blocked or overwhelmed from any major disaster.

This time, Spokane was fortunate, while some of our neighbors had to endure a three-hour evacuation due to restricted exit routes, **all** our neighbors were able to escape successfully.

Our PeTT Committee should make this a future priority by bringing together Spokane's elected officials, the Director of Transportation and Sustainability, emergency management personnel, and other appropriate City staff: to identify vulnerable neighborhoods, evaluate existing evacuation routes, and develop practical transportation improvements that provide residents with safe alternatives during an emergency.

The objective should be clear: Spokane's transportation system should allow people get out safely when an emergency threatens their neighborhood.

Wishing you well,
Clifford Winger
CA Liaison to Transportation Commission
509.325.4623
<cwinger@spokanecity.org>