



Bicycle Advisory Board

Tuesday September 15, 2020 – 6:00 PM
TELECONFERENCE



Staff Liaisons:

Louis Meuler	(509) 625-6096	lmeuler@spokanecity.org
Colin Quinn-Hurst	(509) 625-6804	cquinnhurst@spokanecity.org
Inga Note	(509) 625-6331	inote@spokanecity.org
Kara Mowery	(509) 625-6416	kmowery@spokanecity.org

Board Briefing Session:

- 6:00 – 6:15
- 1) Approve [August 2020 Minutes](#)
 - 2) Liaison Reports
 - 3) Chair Report
 - 4) Staff Report

Workshops:

- 6:15 – 7:15
- 1) Introductions of board applicants
 - 2) [Walk, Bike, Bus Program 2020](#) – Jenny Arnold and Elena Mireau, SRHD
 - 3) [Division Connects Study](#) – SRTC, STA and BAB Subcommittee

2020 Work Plan

- 7:15 – 7:30
- 1) Work Plan Priorities
 - 2) Annual report to City Council

Next BAB meeting is scheduled for Tuesday October 20, 2020

When it's time, join your Webex meeting here.

Meeting number (access code): 146 762 2121

Meeting password: 8SEutMYPg83

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Bicycle Advisory Board - Draft Minutes

August 18, 2020

City Council Briefing Center

Meeting Minutes: Meeting called to order at 6:00 PM by Colin Quinn-Hurst

Attendance:

- *Board Members Present:* Grant Shipley (Chair), Jessica Engelman (Vice-Chair), Harrison Husting, Charlie Greenwood, Pablo Monsivais, Mike Bjordahl, Taylor Stevens, Jason Oestreicher
- *Board Members Not Present:* Rhonda Young
- *Quorum Present:* yes
- *Staff Members Present:* Colin Quinn-Hurst, Nathan Gwinn

Public Comment:

None

Briefing Session:

Minutes from the July 19, 2020 meeting approved unanimously.

1. Liaison Report -

- None

2. Chair Report - Grant Shipley

- Mr. Shipley reported that following up on the request from the previous meeting, the signal at Sprague and Sherman now senses bicycles

3. Staff Report - Colin Quinn-Hurst

- Mr. Quinn-Hurst reported that the signal sensitivity at Sprague and Sherman was increased and that remote meetings will be required for the foreseeable future, so the annual mobile meeting will be postponed until the appropriate time.

Workshops:

1. Downtown Master Plan Update - Bikeway Recommendations

- Presentation provided by Nathan Gwinn
- Follow-up points provided by members of Protected Bike Lanes and Greenways committee of the BAB
- Questions asked and answered
- Discussion ensued

2. Street Design Standards Update

- Topic introduced by Mr. Quinn-Hurst and members of Street Design Standards committee of the BAB
- Questions asked and answered
- Discussion ensued

2029 Work Plan: (moved to next meeting)

1. Work Plan Priorities:

- Presentation provided by None

2. Annual Report to Council:

- Presentation provided by None

Meeting Adjourned at 7:28 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, September 15, 2020

Jason Oestreicher to everyone: 6:05 PM My connection keeps cutting in and out. I may not hear everything that is said.

Jessica Engelman to everyone: 6:06 PM I'm having connection problems today too, bear with me!

Pablo Monsivais to everyone: 6:09 PM Pursuant to one item in last months minutes, the signal at Sprague and Sherman works for bikes!

Pablo Monsivais to everyone: 6:30 PM I agree with Jessica. Connectivity with wider network should be one of the criteria in selecting streets to prioritize for improvement

Pablo Monsivais to everyone: 6:35 PM Agree

Jason Oestreicher to everyone: 6:36 PM I agree. If downtown is the neighborhood center of SPokane, it should be inviting to all members of the Spokane community.

Taylor Stevens to everyone: 6:44 PM Totally agree. Most of our traffic planning is based on peaks and we

Taylor Stevens to everyone: 6:45 PM And doing so results in induced demand

Jeff Sevela to everyone: 6:48 PM When looking at traffic volume, is any consideration given to when most vehicles are using the street in question? Are we engineering a street for just 2 or 3 hours of use in a 24-hour day while the rest of the time is not very busy? I think Taylor Stevens just addressed this same question.

Jason Oestreicher to everyone: 6:49 PM Not a fan of the shared bike/bus lane concept.

Pablo Monsivais to everyone: 6:49 PM The details of the specific form of the street improvements should be guided by all ages/all abilities best practices with whatever adaptation needed for the unique treatment site.

Shrinerdude to everyone: 6:50 PM Colin, did you say that STA was also not a fan of combining transit with bikes?

Jeff Sevela to everyone: 6:52 PM A very little in Dublin, Ireland. It was not very comfortable, and I'm one who will ride in most any circumstance.

Taylor Stevens to everyone: 6:52 PM Travel lanes to 12' max. 'Protected' isn't painted lines.

Pablo Monsivais to everyone: 6:52 PM London uses them but they're not popular

Pablo Monsivais to everyone: 6:52 PM Lots of leapfrogging

Jason Oestreicher to everyone: 6:58 PM I think they are easy to understand.

Pablo Monsivais to everyone: 6:59 PM YEs, agree with Jessica. The Theater District example is easier to see the vision but the cutting and pasting of images could be a little better :)

Pablo Monsivais to everyone: 7:03 PM Thanks Nathan.

Taylor Stevens to everyone: 7:07 PM Thanks Nathan

Jessica Engelman to everyone: 7:07 PM Thanks!

mike bjordahl to everyone: 7:07 PM Thanks Nathan!

Harrison Husting to everyone: 7:07 PM Thank you Nathan

Jeff Sevela to everyone: 7:10 PM What is the difference when considering street reconstruction vs street repaving? When do the redesign standards come into play?

Pablo Monsivais to everyone: 7:15 PM Excellent point on ZBD Jessica.

Jeff Sevela to everyone: 7:19 PM Jessica, unless they have RV's. or 3 cars or their cgarage is filled with stuff. My neighborhood has wide streets and there are a lot of vehicles or RVs parked on the street. That is not to say I'm in favor of the wide streets. I think the wide streets tend to increase vehicle speeds as we all know. Neighborhood streets should be narrower, not as an extra tax payer funded personal parking space.

Jessica Engelman to everyone: 7:20 PM Legally, you can't actually park RVs on the street I don't think. Vehicles are supposed to be moved every few days.

Jeff Sevela (privately): 7:22 PM Colin, I'm not sure why I can't be heard. I tried to reply to your question.

Jeff Sevela to everyone: 7:24 PM Jessica, I haven't checked the municipal code so you may very well be correct.

Pablo Monsivais to everyone: 7:24 PM slight height difference and/or color difference can help keep peds/bikes apart

Jeff Sevela to everyone: 7:24 PM That's if they can even hear you because they have earbuds.

Jason Oestreicher to everyone: 7:25 PM The elevated sidewalk next to the bike lane on High Drive works well to keep peds separated from bikes for the most part.

Nathan Gwinn to everyone: 7:25 PM Blog about parking non-passenger vehicles (including RVs) on-street: <https://my.spokanecity.org/news/stories/2020/08/11/park-like-a-pro-non-passenger-vehicles/>

Jessica Engelman to everyone: 7:26 PM Thanks for clarifying, Nathan

Jeff Sevela to everyone: 7:27 PM Nathan, thanks for the link. Now how to address within my neighborhood and not get death threats.

Pablo Monsivais to everyone: 7:30 PM Well-run meetings are great to be in.

Jessica Engelman to everyone: 7:30 PM Agreed!

Taylor Stevens to everyone: 7:31 PM Thanks everyone!

Pablo Monsivais to everyone: 7:31 PM Thanks all!

Briefing Paper

Public Infrastructure, Environment, and Sustainability Committee

Division & Department:	Integrated Capital Management
Subject:	Walk Bike Bus - Cincinnati Greenway: Inter-Agency Agreement
Date:	09-23-19
Author (email & phone):	Brandon Blankenagel 625-6419
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Urban Experience; PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	6-Year Program
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Inter-Agency Agreement to be achieved between City and Spokane Regional Health District to implement WBB program for 2020

Background/History:

The City partnered with the Spokane Regional Health District (SRHD) to apply for federal funding for the Cincinnati Greenway project. The project included an outreach component, Walk Bike Bus (WBB), to be managed by the Health District. This program consists of individual marketing and mentoring aimed to encourage people to use alternative modes of transportation for daily trips, and was to be conducted after construction of the greenway.

Funding for the WBB program and Cincinnati Greenway included a combination of federal and local funds. With the City managing the funding program for this project, an interlocal agreement will need to be implemented to allow SRHD to invoice their involvement. The program invoicing shall not exceed \$103,962, and will be matched by staff costs at SRHD equaling \$16,225, for a total program value of \$120,187.

Executive Summary:

- The Cincinnati Greenway project includes an outreach component to be conducted by the Spokane Regional Health District.*
- The City is the funding manager for the overall project, and will need to enter an Inter-Agency Agreement with SRHD to enable invoicing for their efforts.*
- Funding is a combination of federal CMAQ, City TBD, and City Arterial Street dollars.*

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☐ Yes ☒ No

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No

Requires change in current operations/policy? ☐ Yes ☒ No

Specify changes required:

Known challenges/barriers:



AGREEMENT

SPOKANE REGIONAL HEALTH DISTRICT'S WALK BIKE BUS (WBB) PROGRAM

THIS AGREEMENT is between the **CITY OF SPOKANE**, a Washington State municipal corporation, located at City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington 99201 ("City"), and the **SPOKANE REGIONAL HEALTH DISTRICT** located at 1101 West College Avenue, Spokane, Washington 99201 ("SRHD"). Hereafter referenced together as the "parties", and individually a "party".

WHEREAS, Spokane Regional Health District's Walk Bike Bus (WBB) Spokane program is based on a highly successful individual marketing program designed to get people out of their cars and choosing sustainable alternatives such as transit, biking and walking for shopping, school, groceries and other non-work trips. The long-term goals of the WBB program are to improve air quality, relieve congestion and improve community health; and

WHEREAS, the program is directed at residents interested in increasing their number of non-car trips for shopping, work, school, and errands. Spokane Regional Health District (SRHD) has implemented the program successfully for the last four years in neighborhoods throughout the community; and

WHEREAS, for 2020, the program will be implemented in the area of the City of Spokane's Cincinnati Greenway infrastructure project.

NOW, THEREFORE, based on the foregoing, the parties enter into the following Agreement:

Section 1. SRHD will:

1. Oversee the planning, implementation and evaluation of the WBB program by:
 - a. Targeting a geographic location area around the Cincinnati Greenway project with at least 450 households.
 - b. Conduct assessment and outreach to better understand the marketing needs of the residents in the area.
 - c. Recruit residents to participate in the WBB program.
 - d. Implement marketing strategies, educational materials, events and trainings for participants from May to September 2020.
 - e. Evaluate the effectiveness of the WBB program and provide a report to the City of Spokane by December 31, 2020.

2. Comply with all Federal Highway Administration (FHWA) guidelines for transportation projects, including Title VI compliance.
3. Submit monthly reimbursement invoices to the City of Spokane.
4. Provide an in-kind dollar amount of 13.5% the total cost (\$16,225).

Section 2. City of Spokane will:

1. Reimburse SRHD when invoices are received not to exceed \$103,962.
2. Participate in planning process and assist with identifying the specific geographic location for 2020 WBB implementation.

Section 3. Term. This Agreement shall be effective from January 1, 2020 to December 31, 2020 unless extended by mutual written agreement of the parties or terminated pursuant to Section 7.

Section 4. Funding. The City agrees to provide a maximum amount not to exceed **ONE HUNDRED THREE THOUSAND NINE HUNDRED SIXTY TWO AND NO/100 DOLLARS (\$103,960.00)** to SRHD for the services provided under this Agreement. This is the maximum amount to be paid under this Agreement for the work described above, and shall not be exceeded without the prior written authorization by the City in the form of an executed amendment to this Agreement.

Section 5. Reimbursement. The SRHD shall submit on a monthly basis its invoice for reimbursement for services performed under this Agreement. Reimbursements shall be submitted to Brandon Blankenagel, Integrated Capital Management, 808 W. Spokane Falls Blvd., Spokane, WA 99201. Invoices shall be paid within thirty days of submittal.

Section 6. Insurance. During the term of the contract, SRHD shall maintain in force at its own expense, the following insurance:

- A.** Workers' Compensation Insurance in compliance with RCW 51.12.020, which requires subject employers to provide workers' compensation coverage for all their subject workers and Employer's Liability or Stop Gap Insurance.
- B.** General Liability Insurance on an occurrence basis with a combined single limit of not less than \$1,000,000 each occurrence for bodily injury and property damage. It shall include premises and operations, independent contractors, products and completed operations, personal injury liability, and contractual liability coverage for the indemnity provided under this contract. It shall provide that the City, their officers, employees and agents are additional insurers but only with respect to the Contractor's services to be provided under the contract; and
- C.** Property insurance if materials and supplies are furnished by the Contractor. The amount of the insurance coverage shall be the value of the materials and supplies or the completed value of the improvement. Property Hazard or XCU (Explosion, Collapse, Underground) insurance should be provided if any hazard exists.

There shall be no cancellation, material change, reduction of limits or intent not to renew the insurance coverage(s) without thirty (30) days written notice from the Company or its insurer(s) to the Library.

As evidence of the insurance coverages required by this contract, SRHD shall furnish acceptable insurance certificates to the City at the time the SRHD returns the signed Agreement. The certificate shall specify all of the parties who are additional insured, and include applicable policy endorsements, the thirty (30) day cancellation clause, and the deduction or retention level. Insuring companies or entities are subject to the City's acceptance. If requested, complete copies of insurance policies shall be provided to the Library. The SRHD shall be financially responsible for all pertinent deductibles, self-insured retentions, and/or self-insurance.

Section 7. Termination. Either party may terminate this Agreement by delivering written notice of termination to the non-terminating party at least thirty (30) days prior to the effective date of any termination. In the event of termination, the City shall reimburse SRHD for all invoices for work performed up to the time of termination.

Section 8. Assignment. This Agreement shall be binding upon the Parties, their successors and assigns. Neither Party may assign, transfer, or subcontract, in whole or in part, its interest in this Agreement without the prior written consent of the other Party. The City recognizes and gives its approval for SRHD to use its sub-contractors to perform their respective types of outreach for this program.

Section 9. Anti-Kickback. No officer or employee of the City or SRHD, having the power or duty to perform an official act or action related to this Agreement shall have or acquire any interest in the contract, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in this Agreement.

Section 10. Indemnification. Each party to this Agreement shall be responsible for any and all acts and omissions of its own staff, employees, officers, agents and independent contractors. Each party shall furthermore defend and hold harmless the other party from any and all claims, damages, and liability of any kind arising from third party claims resulting from any breach of a parties' staff, employees, officers, agents and independent contractor's obligations of confidentiality under this Agreement.

Section 11. Nondiscrimination. No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration of or in connection with this Agreement because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation, national origin, honorably discharged veteran or military status, the presence of any sensory, mental or physical disability, or use of a service animal by a person with disabilities.

Section 12. Entire Agreement and Amendment. This Agreement represents the parties' entire agreement with respect to the matters specified herein.

Section 13. Governing Law and Venue. It is understood that this Agreement shall be governed by and construed under and in accordance with the laws of the State of Washington. Venue for any actions arising under this Agreement shall be in the County of Spokane, Washington.

Section 14. Severability. Any provision of the Agreement, which is prohibited or unenforceable, shall be ineffective only to the extent of the prohibition or unenforceability without invalidating the remaining provisions thereof.

Section 15. Attorney's Fees. In the event of litigation or arbitration over the terms or performance of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs.

Section 16. Contact Information. Representatives and their contact information, for each party, are as follows:

A. For the City of Spokane: Brandon Blankenagel, Integrated Capital Management, 808 West Spokane Falls Blvd., Spokane, WA, 99201;

B. For the Spokane Regional Health District contact: Cindy Green, Physical Activity and Nutrition Program, 1101 W. College Ave, Spokane, WA 99201, 509-324-1500.

Dated: _____

CITY OF SPOKANE

By: _____

Title: _____

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Dated: _____

SPOKANE REGIONAL HEALTH DISTRICT
COMMISSION

By: _____

Title: _____

19-167a

Multimodal Framework – Guiding Goals/Policies

Adopted Goals and Policies	Bicycle Master Plan (CoS)	Horizon 2040 (SRTC)	Spokane Pedestrian Plan (CoS)	Spokane County Comp. Plan	City of Spokane Comp. Plan	Division Street Gateway Project (CoS)	Spokane Regional Pedestrian Plan (SRTC)
Connected (trails, transit, centers & corridors, neighborhoods, etc.)	X	X	X			X	X
Safe/Secure	X		X	X	X	X	X
Sustainable						X	X
Provide Year-round Barrier-Free Accessibility		X	X		X		X
Comfortable, Inviting, and/or Convenient	X		X	X		X	X



Multimodal Framework – Existing Conditions

Current Obstacles and Hindrances along Division St. Corridor

- Sidewalks in need of repair (cracks, weeds, unevenness, etc.)
- Obstacles within the sidewalk (poles, utility cabinets, etc.)
- High level of traffic stress as a bicyclist and pedestrian
- Designated bicycle routes often many blocks from Division St.
- Gaps in sidewalks (primarily along northern, unincorporated segments of Division St.)
- Numerous driveways and wide driveways
- Distance between signalized crossings
- Speed/volume of traffic on Division St.
- Few comfort amenities or trees
- Conflicts between scooters and pedestrians on sidewalks



Multimodal Framework – Opportunities

Possible Parallel Bike Routes and Challenges

Near Division St.

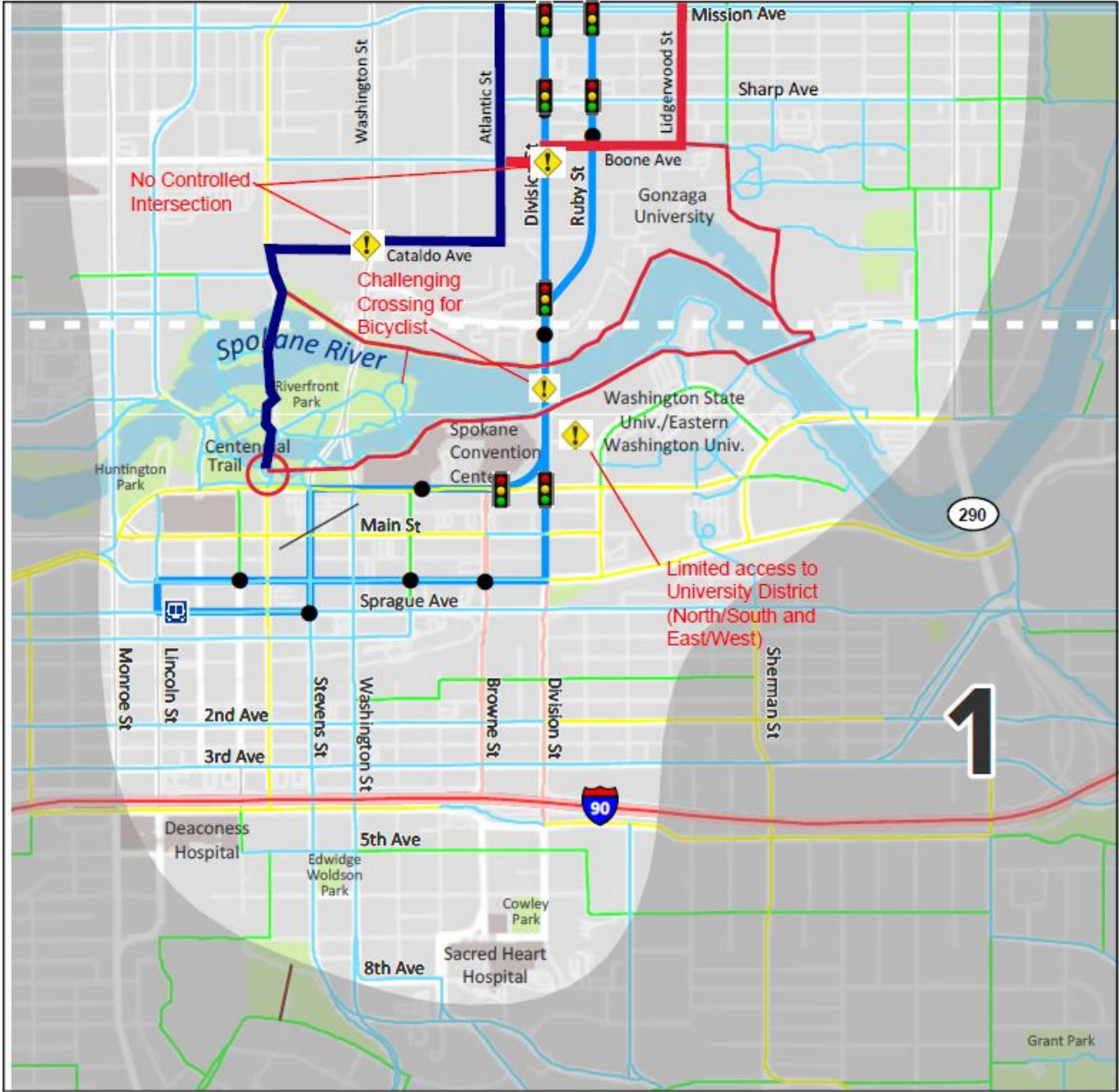
- Easy access to destinations along and near Division
- Safer route under current conditions
- Connectedness within neighborhoods
- Improved Bicycle Level of Traffic Stress along the corridor

Termini

- Downtown Core
- University District
- North end of study area/Wandermere
- Existing Trails (Centennial Trail and Children of the Sun Trail)

Multimodal Framework – Opportunities

Possible Parallel Bike Routes and Challenges



Legend

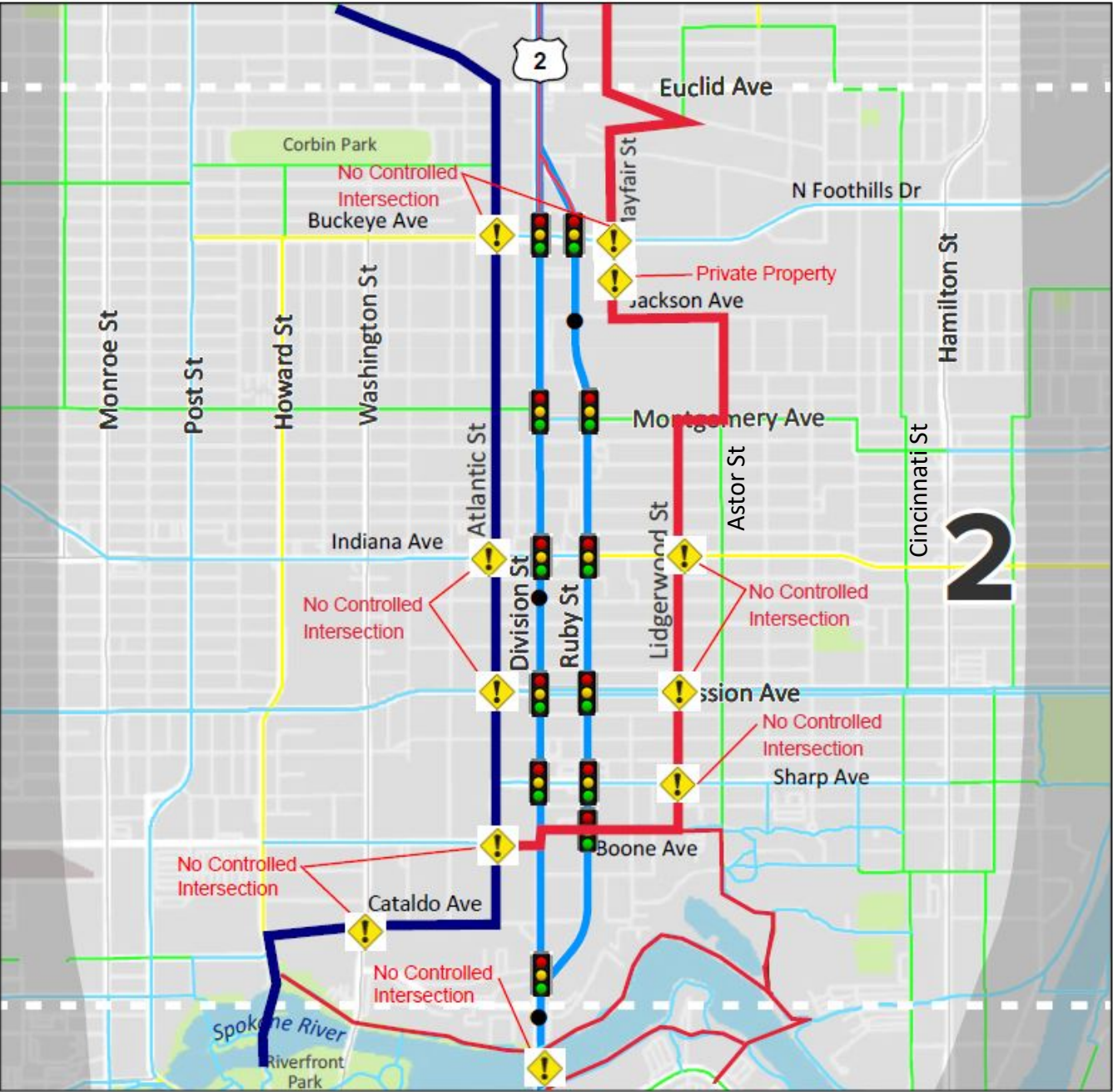
Active Transportation Path Type

- Prohibited
- Bike Friendly Route
- Bike Lane
- Shared Use Path
- Soft Surface Path
- West Option
- East Option
- Trail Intersection

- Park & Ride
- STA Plaza
- Division Line- STA Route 25
- Division Line Stations
- Existing Protected Sidewalk
- Existing Traffic Signal

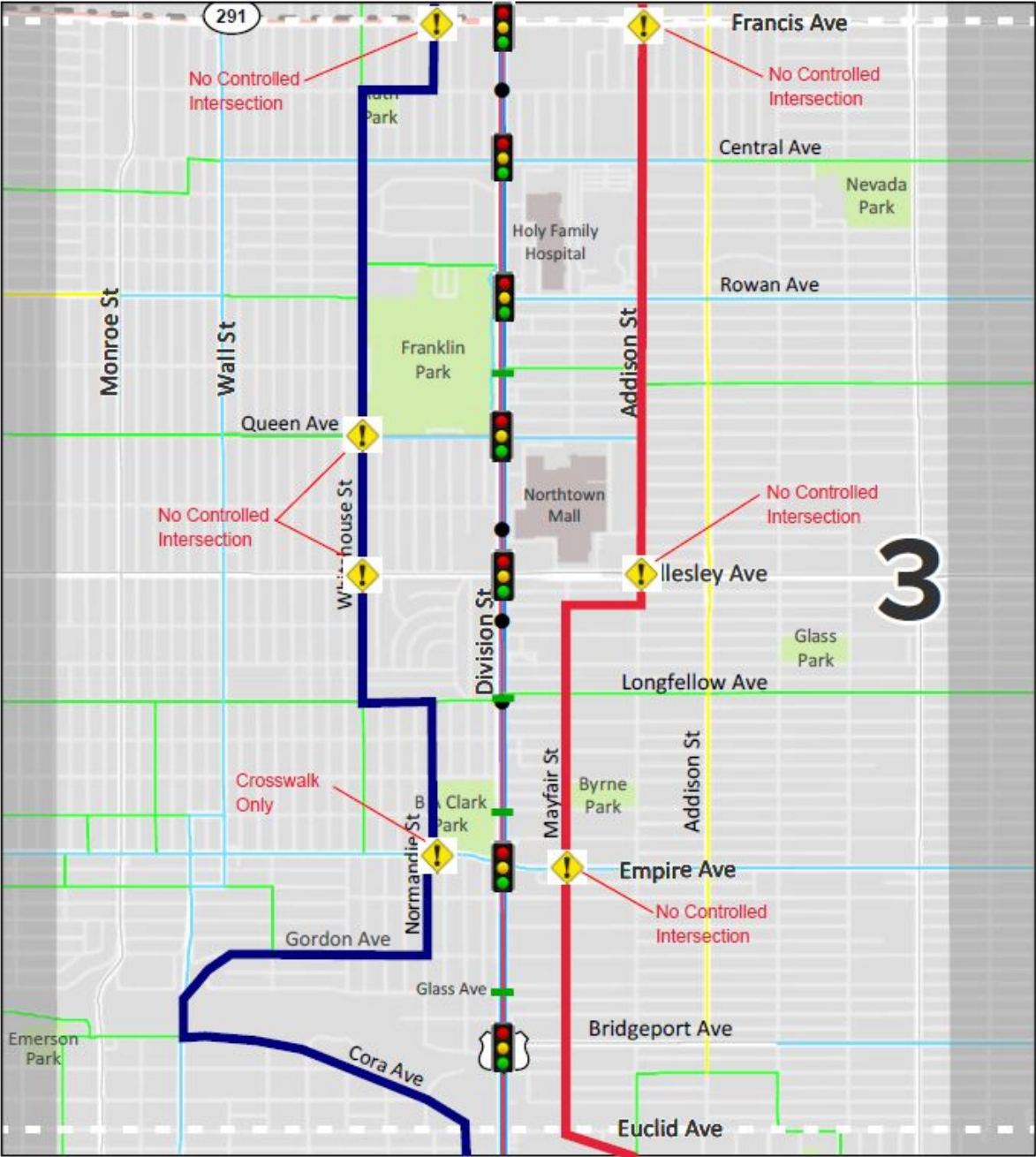
Multimodal Framework – Opportunities

Possible Parallel Bike Routes and Challenges



Multimodal Framework – Opportunities

Possible Parallel Bike Routes and Challenges



Legend

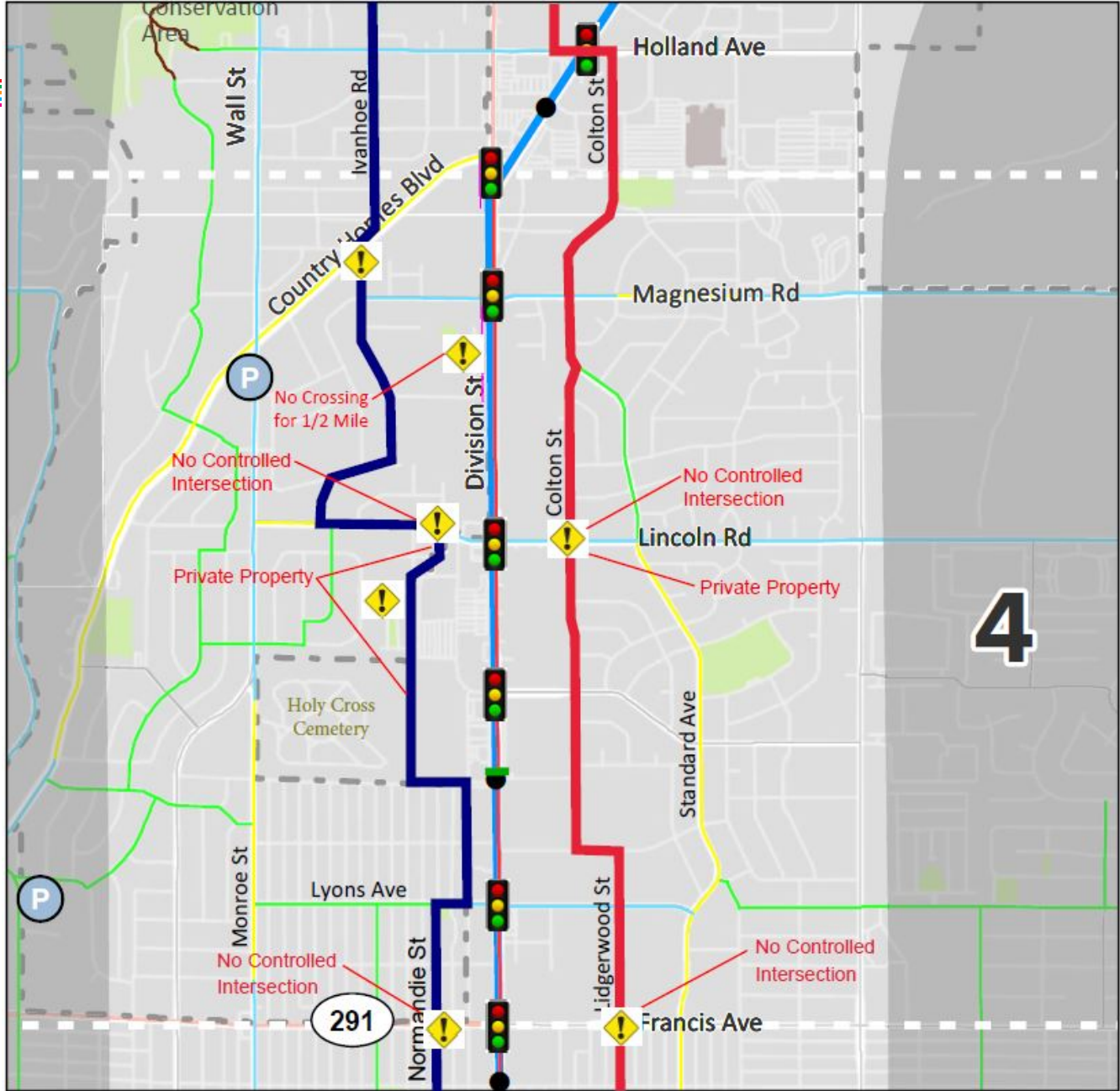
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