



# Bicycle Advisory Board

Tuesday October 20, 2020 – 6:00 PM to 7:30 PM

**TELECONFERENCE**



Staff Liaisons: Louis Meuler (509) 625-6096 [lmeuler@spokanecity.org](mailto:lmeuler@spokanecity.org)  
Colin Quinn-Hurst (509) 625-6804 [cquinnhurst@spokanecity.org](mailto:cquinnhurst@spokanecity.org)  
Inga Note (509) 625-6331 [inote@spokanecity.org](mailto:inote@spokanecity.org)

## Board Briefing Session:

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

## Workshops:

- 6:15 – 7:20
- 1) Board Applications – Introduction of new applicants
  - 2) [Neighborhood Connectivity Planning and Project Identification](#)  
*Breean Beggs, City Council President and Shauna Harshman, City Council Manager of Neighborhood Connectivity*
  - 3) [Washington State Active Transportation Plan](#)  
*Barb Chamberlain, Director, WSDOT Active Transportation Division*

## 2021 Work Plan

- 7:20 – 7:30      Work Plan Priorities

**Next BAB meeting is scheduled for Tuesday November 17, 2020**

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

Meeting number (access code): 146 378 7369

Meeting password: gNqswA5CJ22

[Join meeting](#)

**Tap to join from a mobile device (attendees only)**

[+1-408-418-9388](tel:+1-408-418-9388), [1463787369##](tel:+1-408-418-9388) United States Toll

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You can also dial 173.243.2.68 and enter your meeting number.

**Join using Microsoft Lync or Microsoft Skype for Business**

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# Bicycle Advisory Board - Draft Minutes

September 15, 2020

City Council Briefing Center

Meeting Minutes: Meeting called to order at 6:00 PM by Grant Shipley

## Attendance:

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

## Public Comment:

None

## Briefing Session:

Minutes from the August 18, 2020 meeting approved unanimously.

### 1. **Liaison Report -**

- Rhonda Young reported on Plan Commission Transportation Subcommittee topics including the Division Connects Study. Jessica Engelman reported on recent topics at the PETT (Pedestrian Transportation and Traffic) Committee such as paths, trails and bridges.

### 2. **Chair Report -**

- Grant Shipley reported on recent community biking conditions, community rides, and ridership.

### 3. **Staff Report -**

- Colin Quinn-Hurst reported on current project status and current public feedback opportunities.

## Workshops:

### 1. Introduction of Board Applicants

- Presentation provided by applicants Jeannette Murphy, Satish Shrestha, and Liam Kerkerling
- Questions asked and answered
- Discussion ensued

### 2. Walk, Bike, Bus Program

- Presentation provided by Jenny Arnold and Elena Mireau, SRHD
- Questions asked and answered
- Discussion ensued

### 3. Division Connect Study

- Presentation provided by SRTC, STA, and BAB Committee
- Questions asked and answered
- Discussion ensued

## **2020 Work Plan:**

### **1. Work Plan Priorities**

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

### **2. Annual Report to City Council:**

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

## **Meeting Adjourned at 7:30 PM**

Next Bicycle Advisory Board Meeting scheduled for Tuesday, October 20, 2020

### **BAB Chat 2020-09-15**

September 15, 2020	6:09 PM	from Jeff Sevela to everyone:	Where do I find the link to that meeting?
September 15, 2020	6:10 PM	from Jessica Engelman to everyone:	PeTT contact (email to get on the PeTT mailing list):
September 15, 2020	6:10 PM	from Jessica Engelman to everyone:	Chair Contact: Paul Kropp, pkropp@fastmail.fm, 509.638.5854
September 15, 2020	6:16 PM	from Jessica Engelman to everyone:	aye
September 15, 2020	6:16 PM	from Pablo Monsivais to everyone:	aye
September 15, 2020	6:16 PM	from Taylor Stevens to everyone:	aye
September 15, 2020	6:16 PM	from Shrinerdude to everyone:	aye
September 15, 2020	6:16 PM	from Liam Kerkerling to everyone:	aye
September 15, 2020	6:16 PM	from Satish Shrestha to everyone:	Mine is a little slow too.
September 15, 2020	6:26 PM	from Jeff Sevela to everyone:	Let STA know about the bus incident. I have had two incidents in the past 6 months, the most recent just last week.
September 15, 2020	6:26 PM	from Pablo Monsivais to everyone:	Thanks Jeannette.
September 15, 2020	6:29 PM	from Pablo Monsivais to everyone:	Thank you Liam
September 15, 2020	6:34 PM	from Pablo Monsivais to everyone:	Satish, That's almost 1/3, way better than great battting averages.
September 15, 2020	6:34 PM	from Taylor Stevens to everyone:	Thanks for coming applicants!
September 15, 2020	6:35 PM	from Pablo Monsivais to everyone:	Thanks Satish

September 15, 2020	6:35 PM	from Rhonda Young to everyone:	Thanks for applying and joining us tonight.
September 15, 2020	6:36 PM	from Satish Shrestha to everyone:	Thanks Pablo!
September 15, 2020	6:38 PM	from Mike Bjordahl to everyone:	Thanks applicants!
September 15, 2020	6:40 PM	from Shauna Harshman to everyone:	I really like these neighborhood maps!
September 15, 2020	6:48 PM	from Pablo Monsivais to everyone:	Thank you Jenny. Is there support for people who want to bike but need to have their bike safety-checked or repaired??
September 15, 2020	6:49 PM	from Satish Shrestha to everyone:	Jenny, I am fan of Walk, Bike, Bus and the work you and your team do! Great work!
September 15, 2020	6:49 PM	from Pablo Monsivais to everyone:	How do people volunteer?
September 15, 2020	6:50 PM	from Shrinerdude to everyone:	Did you mention that STA has a bike rack that people can use to practice?
September 15, 2020	6:51 PM	from Pablo Monsivais to everyone:	Agreed. lifting the bike takes a lot of strength too.
September 15, 2020	6:52 PM	from Satish Shrestha to everyone:	Agreed. It's a bit more difficult when you have panniers with heavy stuff in them.
September 15, 2020	6:53 PM	from Taylor Stevens to everyone:	Have you encountered any push back from residents during neighborhood events or ambassador visits?
September 15, 2020	6:53 PM	from Rhonda Young to everyone:	Thanks Jenny! Good seeing you even if its only on the screen.
September 15, 2020	6:55 PM	from Taylor Stevens to everyone:	Thank you!
September 15, 2020	6:55 PM	from Pablo Monsivais to everyone:	THanks Jenny!
September 15, 2020	6:55 PM	from Mike Bjordahl to everyone:	Thanks Jenny!
September 15, 2020	7:10 PM	from Mike Bjordahl to everyone:	Jessica mentioned the future so if the North Spokane Corridor draws trips off Division upon completion, as expected, the asphalt should be repurposed for other modes as soon as possible--thinking of induced trips.
September 15, 2020	7:10 PM	from Charlie Greenwood to everyone:	I rode Atlantic from Cora to Cataldo the other day. Actually from Coins Plus to the Centennial Trail. It's one of my preferred routes.
September 15, 2020	7:10 PM	from Pablo Monsivais to everyone:	Inge Note was in the meeting as well and mentioned some coming pedestrian changes/improvements that were triggered by crashes and fatalities

September 15, 2020 7:12 PM from Jessica Engelman to everyone: Atlantic is a great greenway route; the biggest issue with it is what to do to continue south of Cataldo or north of Cora

September 15, 2020 7:12 PM from Pablo Monsivais to everyone: Yes, grateful to be involved at an early stage of this.

September 15, 2020 7:15 PM from Pablo Monsivais to everyone: That's an excellent suggestion to divert onto Division as an alternative to Cora.

September 15, 2020 7:15 PM from Pablo Monsivais to everyone: Provided there are improvements on that segment of Division

September 15, 2020 7:19 PM from Jeannette Murphy to everyone: Agree!

September 15, 2020 7:21 PM from Pablo Monsivais to everyone: Thanks Jason

September 15, 2020 7:22 PM from Pablo Monsivais to everyone: Yes Spokat!

September 15, 2020 7:23 PM from Pablo Monsivais to everyone:  
<https://www.spokat.org>

September 15, 2020 7:24 PM from Shrinerdude to everyone: A Spokat Greenway ride in the next few days would be excellent!

September 15, 2020 7:24 PM from Pablo Monsivais to everyone: I'd go.

September 15, 2020 7:29 PM from Charlie to everyone: I went to check out the Cincinnati Greenway and because of the construction I had to head up Dakota. Crossing Indiana wasn't that bad at the S curve but I tried Standard and the sightlines were excellent. Then when I checked out Cincinnati and Foothills it looked narrow and constricted but at Dakota it was wide and open.

September 15, 2020 7:33 PM from Shauna Harshman to everyone: Good to meet you all!

September 15, 2020 7:33 PM from Satish Shrestha to everyone: Thank you everyone!

September 15, 2020 7:33 PM from Jeannette Murphy to everyone: Thank you!

September 15, 2020 7:33 PM from Pablo Monsivais to everyone: Thanks applicants!

September 15, 2020 7:33 PM from Jenny to everyone: Thank you all!

September 15, 2020 7:33 PM from Liam Kerkerling to everyone: Thanks everyone!

September 15, 2020 7:33 PM from Taylor Stevens to everyone: Thanks everyone! Good discussion today

**City of Spokane Traffic Calming Program Website:**  
<https://my.spokanecity.org/neighborhoods/programs/traffic-calming/>



# City of Spokane Traffic Calming Program

**2020**

# What is Traffic Calming?

The Institute of Transportation Engineers (ITE) definition of traffic calming is:

*“Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”*

By design, traffic calming is a self-enforcing traffic management approach that forces motorists to alter their speed or direction of travel. The purpose of traffic calming is to improve safety, especially for pedestrians and bicyclists, and to improve the environment or "livability" of streets for residents and visitors.

## Objectives of Traffic Calming

- Slow vehicular travel speeds where appropriate
- Reduce the frequency and severity of certain types of collisions
- Enhance the street environment
- Reduce cut-through motor vehicle travel patterns
- More carefully consider safety for non-motorized street users

Traffic Calming techniques may include education, enforcement, or engineering to shift traffic patterns and/or reduce speeds. Most traffic calming measures focus on engineering changes to alter driver behavior. Traffic calming techniques may include physical changes such as roadway narrowing, traffic circles, and signage, among other things. Education and enforcement efforts should be considered prior to engineering alternatives and as a complement to engineering efforts.



There is not a single tool to solve all traffic issues and one tool that may work well in one area for a particular issue may not be effective in another situation. Keys to successful traffic calming is community acceptance and municipal support/maintenance.

Effective traffic calming should be designed with a systematic approach with appropriate and frequent enough spacing of measures and consideration for secondary effects of the installations.

### **Traffic Calming Measures:**

- Landscaping/Street Trees
- Flashing School Zone signs
- On-street Parking
- Stationary radar speed signs
- Signage
- Marked Crosswalks
- Traffic Circles
- Traffic Islands/Medians
- Bike Lanes
- Etc.

## Included in the toolbox:

In addition to describing the measures for traffic calming, a list of general pros and cons associated with each measure is also presented. The intent is to provide the reader with a quick indication of what might be expected if this measure is implemented. Remember, certain measures may or may not realize their full advantage or drawbacks depending on site specific conditions or circumstances. Also included for each measure is a rough estimated cost which is not binding and may vary significantly depending on economic conditions and project details. The costs as presented do not include maintenance of the measures after they are installed.

There is also a statement of whether a study needs to be done. For example, there could be a more complex traffic analysis for a traffic circle as opposed to a less complex analysis for a bump out. This is important to acknowledge due to the fact that the traffic analyses can be expensive and time consuming.

Finally, applicants must remember that these are just some of the many potential solutions for identified traffic calming needs. Some issues/projects submitted may not be approved for funding. The applications must present an identifiable and substantiated reason for needing traffic calming measures. The submitted identified issues will be analyzed to determine the need for the project, whether traffic calming is “warranted.” Not all projects submitted may be warranted.

**Note: 2020 Traffic Calming applications ask you to identify issues where traffic calming measures are needed. Moving to a problem-focus will allow engineers to do an analysis to find the most appropriate solution for the identified issue.**

# On-Street parking: Parallel & Angled Parking Where Safe and Reasonable

## Description:

On-street Parking, both parallel and angles (where it is warranted and can fit within City of Spokane standards) helps to narrow roadways and calm traffic. The proximity of parked vehicles and necessity to watch for exiting vehicles and opening doors slows traffic.

## Pros:

On-street parking creates a buffer between pedestrians and motorists, improving the walking environment. On-street parking in business districts is generally welcomed.

## Cons:

On-street parking impedes traffic flow. Angle parking creates more right-of-way impacts. Drivers have reduced visibility backing out of angled parking spots, posing a greater risk to bicyclists. Angle parking is required by City of Spokane standards to be signed and have on street painted parking stalls to identify where angle parking can occur.

## Costs:

- \$15.00 per linear foot
- \$200 per sign
- Perpetual maintenance to keep the pavement painted and the signs installed
- Purchase for additional right-of-way could be very expensive.

## Study:

- Traffic Study



# Traffic Circles

## Description:

Traffic circles are used to slow driving speeds approaching intersections. Motorists must reduce speed to maneuver around the circle which can help reduce the frequency and severity of crashes as well as discourage neighborhood cut-through traffic

## Pros:

Permanent installation forces reduced speeds at subject intersection. Can be used as a gateway or to identify a neighborhood.

## Cons:

A single traffic circle used in isolation will not significantly calm traffic and can in fact create another traffic problem on adjacent intersections. A coordinated system of multiple traffic circles or other calming measures is required. Motorists may ignore painted traffic circles, and drive right over them. Raised traffic circles may interfere with snow plowing operations.



## Costs:

- \$35,000.00-\$70,000 depending on location

## Study:

- Traffic Study

# Neckdown/Bulb Out/Curb Extension

## Description:

Neckdowns or bulb outs narrow the roadway by extending the curb at intersections and at warranted and appropriate mid-block locations.

## Pros:

Neckdowns and bulb outs can potentially slow traffic, reduce turning speeds, and can enhance pedestrian safety by reducing crossing distance.

## Cons:

- Relatively high initial costs
- Loss of on-street parking
- Increased maintenance costs
- Complicates plowing and street sweeping operations
- Requires new and additional catch basins to mitigate drainage

## Costs:

- \$30,000 to \$45,000 per bumpout

## Study:

- Traffic Study



# Traffic Islands & Medians

## Description:

Concrete or landscaped islands typically located down the center of a roadway or at a roadway entrance.

## Pros:

Landscaped or concrete traffic islands and medians can potentially reduce speeds by narrowing drivable travel lane widths. They can improve pedestrian accommodation by providing a mid-block pedestrian refuge at crossings. They complement improved crosswalks and reduce pedestrian crossing width. They can be used to provide a visual enhancement or gateway to promote neighborhood identity.

## Cons:

- Traffic islands and medians may reduce parking and driveway access, and also narrower road may increase motor vehicle/bicycle conflicts.
- Impedes Left turns
- Landscaping must be perpetually maintained
- Landscaping must meet the City of Spokane standards as to not create an unsafe visual barrier

## Costs:

- \$20,000 to \$40,000.

## Study

- Traffic Study



# Landscaping:

## Description:

Landscaping is used in conjunction with other traffic calming measures such as roadway narrowing, traffic islands, and sidewalk improvements to improve the pedestrian environment, define pedestrian and vehicle areas, and provide separation between motor vehicles and pedestrians.

## Pros:

Landscaping increases motorists' awareness and can help define a neighborhood identity. Its installation is long term and increases the quality of life of a community.

## Cons:

Depending on the design, the installation and maintenance costs can be high. Right-of-way impacts may be significant as well.

**Landscaping must be perpetually maintained and meet the City of Spokane standards as to not create an unsafe visual barrier.**

## Costs:

- Trees: \$500.00each
- Shrubs (5 gal.):-\$55.00 each
- Sod: \$10.00 Square Yard

## Study:

- Sight Triangle analysis
- None needed unless impeding right-of-way





# Speed Feedback Signs

## Description:

Radar signs are interactive signs that draw motorists' attention to their speed and the road's legal speed limit. They alert motorists when they are exceeding the speed limit. They can be used in residential areas, school zones, construction zones, and other safety zones. Radars can be permanently mounted on signposts or temporary installations using self-contained trailers (*see Mobile Speed Feedback trailers program*).

## Pros:

Radar signs have proven to slow down traffic, even years after their initial installation. They are particularly effective on high volume arterials and highways, where physical measures would restrict traffic flow.

## Cons:

Radar signs do not slow traffic as much as physical measures. Motorists' compliance is voluntary. Enforcement is necessary. Signs require long sight lines to be effective.

## Costs:

- \$30,000-50,000 per pair of signs

## Study:

- Warrant Analysis





# Signage

## Description:

Traffic signs can be used to alert or inform motorists of a condition or a potential situation. Signs need to be selected and placed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

Pedestrian/bicycles/school crossing signs and in-street pedestrian crossing signs have been used by municipalities to warn motorists of high pedestrian activity, and help to reduce speeds. Signs are also used in conjunction with other measures such as pavement markings.

## Pros:

- Low cost
- Increases awareness

## Cons:

- Can be considered to clutter the roadway especially on residential streets
- Overall effectiveness can vary

## Costs:

- Varies, depending on type and amount of signage, vertical signs typically are \$500 per sign
- Any school crossing signs must be endorsed by the school

## Study:

- Depends on type of sign and placement



# In-fill Sidewalks

## Description:

Sidewalks are not generally seen as a traffic calming mechanism. However, they do improve pedestrian safety, but they do not generally calm traffic on a stretch of road.

## Pros:

- Increases pedestrian safety

## Cons:

- Does not calm or slow traffic

## Costs:

- \$125 - \$200 linear foot
- \$250.00 linear foot for separated sidewalks
- Add \$2,000 each driveway
- Add \$2,500to \$5,000eachADAramp

## Study:

- Warrant Analysis



# Bike Lanes

## Description:

Designing a portion of the existing roadway cross-section exclusively for bicycle use. Bike lanes are used only on arterial streets and where constant.

## Pros:

- Potentially help to slow speed of vehicles
- Provides for bicycle access

## Cons:

- Reduces roadway capacity
- If not designed well, they can create safety concerns

## Costs:

- \$20 Linear Foot for thermoplastic (heat applied)
- \$500 per sign (2 min. per block, 8 blocks per mile)

## Study:

- Must be in the City of Spokane Master Bike Plan



# Crosswalks

## Description:

Marked crosswalks are a tool for helping pedestrians move safely, conveniently, and predictably across roadways. Marked crosswalks alert drivers to expect crossing pedestrians and to direct pedestrians to desirable crossing locations. Marking crosswalks at every intersection is not necessary or desirable.

Although many motorists are unaware of their precise legal obligations at crosswalks, it is required that drivers yield to pedestrians in a crosswalk, whether marked or unmarked. Streetscape design should recognize crosswalks as a part of the pedestrian streetscape. Marked crosswalks are typically used on arterial streets.

## Pros:

- Communicates to the pedestrian where the preferred crossing is.

## Cons:

- Does not accomplish traffic calming
- May give pedestrians false sense of safety
- ADA ramps must be present before a marked crosswalk can be installed which can significantly increase costs

**Costs:**

- \$500 for painted parallel bars
- \$2,000 for thermoplastic parallel bars (last longer)
- \$3,000 for thermoplastic piano style bars (last longer)
- \$2,500 to \$5,000 each ADA ramp installed

**Study:**

- Warrant analysis

For questions on the Traffic Calming Toolbox or the program itself, please reach out to Annica Eagle with the Office of Neighborhood Services, [aeagle@spokanecity.org](mailto:aeagle@spokanecity.org).



## RESOLUTION NO. 2019-0098

A Resolution of the Spokane City Council requesting designation of Boone Avenue as a designated bicycle route and installation of increased bicycle and mobility infrastructure near the planned Sportsplex.

**WHEREAS**, the construction of the Sportsplex requires the vacation of Cataldo Avenue; and

**WHEREAS**, the vacation of Cataldo as a public street removes a potential safe through route for cyclists and other non-vehicle users (particularly those with mobility impairments) on the north side of Riverfront Park, but also offers opportunities to increase mobility infrastructure in the area; and

**WHEREAS**, Boone Avenue is currently on the Bicycle Master Plan as a medium trafficked street with shared cycling infrastructure but lacks bicycle lanes or other protections for cyclists, and also lacks some curb cuts for pedestrian and wheelchair travel; and

**WHEREAS**, Boone Avenue's traffic counts and current street width offers opportunities to provide bicycle lanes with adequate buffers from vehicles in order to increase safety and encourage increased transportation choices and connectivity between Gonzaga University and the Logan Neighborhood through the North Bank and the West Central Neighborhood; and

**WHEREAS**, connectivity between the Downtown, Riverfront Park, the Sportsplex, the University District and the Cincinnati Greenway is becoming increasingly important and a protected or buffered east-west route for non-automotive travel on the north side of the river and Riverfront Park is a vital aspect of this connectivity.

**NOW, THEREFORE, BE IT RESOLVED** that the Spokane City Council designates Boone Avenue from Howard Street to Atlantic Street to Sharp Avenue to Lidgerwood Street as a bicycle route (see attached Exhibit A).

**BE IT FURTHER RESOLVED** that prior to or concurrent with the completion of the construction of the Sportsplex, the City will establish reasonably safe protected or buffered bicycle lanes built in one eastbound and one westbound lane on both sides of the above route or as a two-way cycle track, and install ADA sidewalk ramps at all intersections along the route described above.

Passed by the City Council this 28<sup>th</sup> day of October, 2019.

  
\_\_\_\_\_  
City Clerk

As Amended and Adopted on 10/28/2019

## ADDENDUM TO RESOLUTION NO. 2020-0042.

The following arterial street projects and funding modifications, organized by City Council District and identified by project type, are nominated by the Spokane City Council to be considered by the Streets Department for the 2021 – 2026 Six Year Comprehensive Street Program:

### District 1

- E. Empire Avenue (N. Market to N. Pittsburgh)
  - Maintenance and repair
- N. Perry Street (E. Illinois to E. Wellesley)
  - Maintenance and repair
- E. Illinois Avenue (N. Market to N. Hamilton)
  - Installation of physically-designated, protected bike lane in both directions

### District 2

- E. 37<sup>th</sup> Avenue (S. Perry to S. Mt. Vernon)
  - Maintenance and repair
- E. 44<sup>th</sup> Avenue (S. Regal to S. Napa)
  - Paving unpaved section between S. Napa and S. Crestline and making sure it is a seamless arterial for east-west traffic from S. Regal to S. Crestline
- W. Riverside Avenue (N. Monroe to N. Division)
  - Installation of physically-designated, protected bike lane in both directions

### District 3

- W. Boone Avenue (N. Howard to N. Ruby)
  - Installation of physically-designated, protected bike lane in both directions to occur in 2022 with local arterial levy funds
- W. Garland Avenue (W. Northwest Blvd to N. Stevens)
  - Grind and overlay where needed in 2023
- W. Strong Road (N. 5-Mile to N. Austin)
  - Full rebuild of Strong Road in 2026

### City-Wide

- Restore \$700,000 per year funding each year for paving unpaved streets

**Project URL - <https://wsdot.wa.gov/travel/commute-choices/bike/plan>**

## **WSDOT Active Transportation Plan 2019**

### **Walk, Roll, Connect - What is Active Transportation?**

Using an active means of travel such as walking, biking or skateboarding to get from one place to another. Almost everyone uses active transportation at some point in a trip, whether walking to a bus stop, bicycling to work or rolling home from a ferry terminal.

### **What is the WSDOT Active Transportation Plan?**

The WSDOT Active Transportation Plan is a way to use what we learn from you and others to shape recommendations for policy decisions, investments, and improvements. The plan will consider where we are now, where we want to go, and how we are going to get there in the coming years. It coordinates with your local and region plans so get involved in those too.



### **What is the schedule?**

The plan is scheduled for completion in 2020. You'll have a chance to review and comment on the draft plan, sign up below to receive announcements.

### **How do I get involved or get more information?**

- ATP E-news: This occasional email will tell you what's happening next in the planning process and invite you to take future surveys. Subscribe to ATP News.
- WSDOT Walk and Roll: WSDOT Active Transportation e-news: Information on a wide range of topics related to active transportation in Washington State, including grants, training opportunities, and technical information in addition to news on the Active Transportation Plan. - Subscribe to WSDOT Walk and Roll.
- On social media: Use the #WSDOTactive tag to find news you can share.

Barb Chamberlain, Chambba@wsdot.wa.gov, WSDOT Active Transportation Division Director.  
Phone: 206-716-1130

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2019 Presentation to Puget Sound Regional Council Bicycle Pedestrian Advisory Committee :

<https://www.psrc.org/sites/default/files/bpac2019may14-pres-wsdotatpbpac.pdf>