



## Bicycle Advisory Board

Tuesday November 17, 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 [October 2020 Minutes](#)  
2) Liaison Reports  
3) Chair Report  
4) Staff Report

### Workshops:

6:15 – 7:30  
1) [Bike Project Prioritization](#) – Follow-up – *Committee Members*  
2) [Planning Annual Report and 2021 Work Plan](#) – *All Members*

**Next BAB meeting is scheduled for Tuesday December 15, 2020**

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

Meeting number (access code): 146 831 9605

Meeting password: 3RxMvTPBx27

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# Bicycle Advisory Board - Draft Minutes

October 20, 2020

Virtual - Webex

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, Jason Oestreicher
- *Board Members Not Present:*
- *Quorum Present:* Yes
- *Staff Members Present:* Colin Quinn-Hurst,

## Public Comment:

None

## Briefing Session:

Minutes from the September 15, 2020 meeting approved unanimously.

1. **Liaison Report -**
  - Plan Commission Transportation Subcommittee received updates on Division Connects.
2. **Chair Report -**
  - Continuing to monitor Fish Lake Trail Study and other ongoing studies and projects, visiting sites and routes via bicycle.
3. **Staff Report -**
  - Studies underway, WheelShare Update and addition of Jump bicycles through the winter.

## Workshops:

1. Board Applications
  - Presentation provided by Colin Martin and Rian and Derrick Hidalgo, (Applicants)
  - Questions asked and answered
  - Discussion ensued
2. Neighborhood Connectivity Planning and Project Identification
  - Presentation provided by CP Breean Beggs and Shauna Harshman
  - Questions asked and answered
  - Discussion ensued
3. Washington State Active Transportation Plan
  - Presentation provided by Barb Chamberlain
  - Questions asked and answered
  - Discussion ensued

## 2021 Work Plan:

1. **Update to Work Plan and Annual Presentation:**
  - To be discussed at November meeting

**Meeting Adjourned at 7:09 PM**

Next Bicycle Advisory Board Meeting scheduled for Tuesday, November 17, 2020

*Note: Minutes are summarized by staff. A recording of the meeting is on file with Planning Services.*

Listed in order of construction readiness

	Project Name	Limits	Design %	On Bike Plan?	Ped Plan Priority Area?	Other Funding Notes	Est Cost	Construction Year (For Cost Estimate)	Comments	Level of Traffic Stress for Bicycling: Existing or parallel route. 1 = low stress, 4 = high stress	Crashes: 2014 - 2018	SRTC Equity Map	BAB Committee Rankings Ranked in order of priority by three committee members
1	Ben Burr Trail River Extension	Under Trent Bridge	60%	Y	Y	Coordination with Trent Bridge/WSDOT	\$75K under the bridge, unknown to connect Iron Bridge	2021		3	0	No vehicle: 25.17% Walkability: 18.33 Individual poverty: 42% Minority: 25% Seniors: 11.6% Youth: 7.3% Disability: 29.3%	Member 1: 8 Member 2: 5 Member 3: 15 Average: 9
2	Fish Lake Trail bridges	1/4 mile trail & RR crossings in County	60%	Y	N	6yr Streets Plan	\$7.2 M			NA - Est at 3	0	No vehicle: 1.02% Walkability: 2.67 Individual poverty: 9% Minority: 16.9% Seniors: 16.5% Youth: 11.9% Disability: 11.4%	Member 1: 14 Member 2: No rank Member 3: 3 Average: 8.5
3	Millwood Trail	SCC to Fancher	40%	Y	At Greene St	6yr Streets Plan	\$5.8 M	2025	Concept study complete and preferred alignment determined.	4	1 serious injury - pedestrian hit by vehicle 1 serious injury - bicyclist hit by vehicle	No vehicle: 25% Walkability: 16.8 Individual poverty: 42% Minority: 25% Seniors: 11.6% Youth: 7.3% Disability: 29.3%	Member 1: 9 Member 2: No rank Member 3: 12 Average: 10.5
4	Garland Shared-use Path	Shaw/NE Community Center to Children of the Sun Trail	30%	Being added	At termin	Shortlisted for SRTS; 6 year streets plan	\$1.5 M	2022		3 to 4	1 serious injury - Right-turning vehicle hit bicyclist	No vehicle: 10.05% Walkability: 16.33 Individual poverty: 29.9% Minority: 24% Seniors: 10.5% Youth: 16.7% Disability: 20.8%	Member 1: 7 Member 2: No rank Member 3: 2 Average: 4.5
5	Pacific Avenue Arterial Crossings / Greenway	Howard to Sherman	30%	As bike friendly route	Y	WSDOT Ped-Bike Application for Crossings at Division/Browne	\$3.9 M	2022		Crossings: 4 Street: NA	4 serious injury crashes - pedestrians hit by vehicles at Browne and Division	No vehicle: 63.2% Walkability: 15.3 Individual poverty: 50.9% Minority: 14.4% Seniors: 18.1% Youth: 3% Disability: 45%	Member 1: 3 Member 2: 1 Member 3: 13 Average: 5.7
6	South Gorge Trail	Main Ave - CSO 26	20%	Y	Y	6-Year Streets Plan				2 to 3	1 serious injury - bicyclist hit by vehicle	No vehicle: 63.21% Walkability: 17.83 Individual poverty: 50.9% Minority: 14.43% Seniors: 18.1% Youth: 3% Disability: 45%	Member 1: 11 Member 2: 4 Member 3: 14 Average: 9.7
7	Sunset Highway Path	Royal to Dear Heights	15%	Y	N	6-Year Streets Plan; partially funded.				4	0	No vehicle: 7.35% Walkability: 8.17 Individual poverty: 11.5% Minority: 22.7% Seniors: 12.8% Youth: 12.4% Disability: 10.5%	Member 1: 13 Member 2: No rank Member 3: 12 Average: 7.5
8	Cook Street Greenway including HAWK at Wellesley and Francis	Francis to Illinois	0% except HAWKS	Partial	N	HAWK at Francis/Cook possibly short-listed for HSP	\$1.3 M	2022		Crossings: 3 and 4 Street: NA	2 serious injury - pedestrians hit by vehicle	No vehicle: 10.05% Walkability: 16.33 Individual poverty: 29.9% Minority: 24.01% Seniors: 10.2% Youth: 16.7% Disability: 20.8%	Member 1: 2 Member 2: 2 Member 3: 5 Average: 3
9	Longfellow Arterial Crossings / Greenway	Driscoll to Cook	0% except HAWKS	As bike friendly route	N	HAWK at Division/Longfellow short-listed for HSP. Have estimate for HAWK at Monroe/Longfellow	\$1.3M for HAWKS at Division and Monroe, plus costs for greenway features	2022		Crossings: 4 Street: NA	3 serious injury - bicyclist hit by vehicles 5 serious injury - pedestrian hit by vehicles	No vehicle: 9.13% Walkability: 18 Individual poverty: 19.3% Minority: 12.48% Seniors: 10.8% Youth: 13.6% Disability: 15.9%	Member 1: 5 Member 2: No rank Member 3: 4 Average: 4.5
10	Chestnut - West Central Arterial Crossings / Greenway	Centennial Trail to Maxwell	0%	Y	Y	West Quadrant TIF Funding application				Crossings: 3 Street: NA	0	No vehicle: 16.43% Walkability: 13.5 Individual poverty: 25.5% Minority: 19.64% Seniors: 11.3% Youth: 13.8% Disability: 19.4%	Member 1: 4 Member 2: 3 Member 3: 7 Average: 4.7
11	Everett Arterial Crossings / Greenway	Division to Children of the Sun Trail	0% except HAWK	Y	N	HAWK at Division/Everett short-listed for HSP.	\$65 M for HAWK at Division, plus costs for other greenway features	2022		Crossings: 4 Street: NA	3 serious injury - pedestrians hit by vehicles	No vehicle: 14.9% Walkability: 17.5 Individual poverty: 18% Minority: 27.2% Seniors: 15.1% Youth: 17.3% Disability: 21.1%	Member 1: 6 Member 2: No rank Member 3: 8 Average: 7
12	Citywide Crossing Safety	Division HAWK and RFB Improvements	15%	Y	Y	Potential HSP				See above	See above	No vehicle: 25% Walkability: 16.8 Individual poverty: 42% Minority: 25% Seniors: 11.6% Youth: 7.3% Disability: 29.3%	Member 1: 1 Member 2: 6 Member 3: 9 Average: 5.3
13	Illinois Bike Lane	Hamilton to Market	0%	Y	N	Upcoming resurfacing				2	0	No vehicle: 21.39% Walkability: 16.33 Individual poverty: 24.8% Minority: 12.62% Seniors: 20.9% Youth: 11.5% Disability: 20%	Member 1: 10 Member 2: No rank Member 3: 10 Average: 10
14	Fish Lake Trail Connection	Lindeke to Sandfur	0%	Y	N	Study underway; 6 year streets plan				3 to 4	1 serious injury - pedestrian hit by vehicle	No vehicle: 3.95% Walkability: 10.83 Individual poverty: 15.4% Minority: 11.88% Seniors: 17.8% Youth: 8.5% Disability: 11.5%	Member 1: 12 Member 2: No rank Member 3: 6 Average: 9
15	Thorpe connection to Fish Lake Trail	Thorpe Road at Fish Lake Trail	0%	Y	N	Funded for design with OPFF; 6-year streets plan				NA - Est 4	0	No vehicle: 2.75% Walkability: 7.17 Individual poverty: 12.2% Minority: 14.66% Seniors: 31.1% Youth: 10.3% Disability: 27%	Member 1: 15 Member 2: No rank Member 3: 11 Average: 13

**Bike Project Rankings** Criteria: Projects that are in the 6-Year Plan and Bike Plan, and with completed elements of scoping, design, funding and public process.  
Listed in order of construction readiness

Project Name		BAB Committee Comments
1	Ben Burr Trail River Extension	<ul style="list-style-type: none"> <li>&gt;Not critical gap, not a big detour to use MLK and Centennial Trail</li> <li>&gt;Leverage funding by coordinating with Trent Bridge upgrade - WSDOT is designing and grading the space to accommodate the trail</li> <li>&gt;Higher priority items than this that should be looked at first</li> <li>&gt;This project would make one end of the Ben Burr Trail "go somewhere". The trail is such a fantastic asset, it makes sense to get it connected up to the network as soon as possible. This link essentially connects the Downtown "hub" to a spoke reaching significantly into the eastern south hill neighborhoods.</li> <li>&gt;would have ranked lower but for the new development going in under the Hamilton overpass; will likely still be used primarily for recreation, but would create an Iron Bridge-Centennial Trail-Ben Burr loop that will probably get good use (and does provide some additional connectivity)</li> </ul>
2	Fish Lake Trail bridges	<ul style="list-style-type: none"> <li>&gt;FLT Connection to Sandifur would be required to make this fully useful</li> <li>&gt;LTS 3 is likely, highway is for the fast and fearless, steep hill to get out on the highway</li> <li>&gt;Have to cross railroad tracks to get up to the main road, with a lot of trains going through</li> <li>&gt;Could get 15 HAWK signals for the price of this project; compared to other projects, this is a lower priority, interneighborhood connections would get more use for transportation</li> <li>&gt;It's a frustrating problem with the trail, it's expensive but is required to get the trail done</li> <li>&gt;Intercity connection to Cheney</li> <li>&gt;Detour is dangerous and disconcerting, missing piece on Cascade to Palouse Trail for statewide trail system, depends on funding priority</li> <li>&gt;Can be a commuter trail for getting to Cheney, would be inviting if it connected</li> <li>&gt;Cheney bus route is very popular, could indicate commuter demand</li> <li>&gt;City owns ROW, City Parks project, joint with County</li> <li>&gt;Possible funding advantage from regional standpoint</li> <li>&gt;This link, along with the connection between FLT and Sandifur Bridge, are both expensive components of an important long-term link in the Spokane regional trail network, both for recreation, and for transport. As the area west of Hwy 195 becomes more populated, this corridor will only become more important. Both projects are difficult and expensive, and therefore will be expected to take some time to complete. The sooner we get started, the better. While project may not seem a high priority today, it will be a high priority for the next generation. Let's try to build something they will appreciate.</li> <li>&gt;big price tag, mostly recreational use; could serve long-distance commute travel, but compared to above projects (which would facilitate all kinds of trips) that's not a high priority; the trail up to this point is still usable without the bridges; not very useful without companion fish lake trail connection project;</li> </ul>
3	Millwood Trail	<ul style="list-style-type: none"> <li>&gt;How many people would this benefit? Closes an important gap. Lack of connectivity in Spokane Valley waters down the project.</li> <li>&gt;Hard to see value initially, but would connect Millwood to SCC and close an important gap</li> <li>&gt;Parallel route to Trent Ave., there isn't an alternative to make this connection</li> <li>&gt;This is an important safety upgrade to avoid Trent Avenue through a difficult pinch point with no good alternatives.</li> <li>&gt;fills unavoidable, highly unpleasant gap in network, but relies on the completion of several other projects to be truly useful (connection projects to the east, improved crossing across Spokane River at SCC, and filling in various gaps between SCC and the Ben Burr Trail)</li> </ul>
4	Garland Shared-use Path	<ul style="list-style-type: none"> <li>&gt;Possibly more cost-effective solutions, seems high? Price tag is the hesitancy</li> <li>&gt;Connecting critical infrastructure and destinations</li> <li>&gt;Regarding route, not an alternative to make that same connection, linking to Cook makes sense. Would want to see mock-ups.</li> <li>&gt;Supporting infrastructure around community center and Shaw campus is the right thing to do, make additional investment</li> <li>&gt;Consider connection to Children of the Sun Trail, the more connections the better</li> <li>&gt;High priority, probable high-use urban transport link.</li> <li>&gt;lots of connections along its short route; ranks lower than greenways b/c alternative detour does exist on Rich, and path won't have same cross-neighborhood benefit</li> </ul>
5	Pacific Avenue Arterial Crossings / Greenway	<ul style="list-style-type: none"> <li>&gt;Support prioritizing this, needs to be done yesterday</li> <li>&gt;Look into entry diversions. Prefer 2nd or 3rd Ave for bicycle connectivity, but the crossings on Pacific need to be addressed for Ped safety</li> <li>&gt;Intersections should be the priorities</li> <li>&gt;Don't preclude lane reallocations or reductions on Division and Browne to address lane weaving and merging</li> <li>&gt;Pacific is a good east-west corridor, should prioritize -- short on east-west corridors</li> <li>&gt;Probably the most important downtown alternative transport project. Needs particular focus on safe crossings of north/south streets.</li> <li>&gt;less important as a bike project, extremely important as a ped/traffic safety project (one of the worst marked crosswalks in the city)</li> </ul>
6	South Gorge Trail	<ul style="list-style-type: none"> <li>&gt;Very challenging, confusing and horrible crossing at Monroe and Main Ave.</li> <li>&gt;If this completes the network and a trail loop, this is a project</li> <li>&gt;Do not like this for solving the intersection issues or for connecting across Monroe for accessing Riverside, Browne's Addition or other points west</li> <li>&gt;Completing this for a recreational/tourism loop is beneficial</li> <li>&gt;A link with Riverside Avenue, west of Monroe needs to be part of this project, so that it is more than a connection to Peaceful Valley.</li> <li>&gt;while a completion to the gorge trail loop would be a huge boon for downtown and other central neighborhoods, lacking evidence that this trail would connect smoothly and comfortably with the Centennial Trail &amp; Post St Bridge I don't want to rank it higher; doesn't seem like it would resolve largest transportation &amp; traffic safety issues in the vicinity (Browne's/Downtown access)</li> </ul>
7	Sunset Highway Path	<ul style="list-style-type: none"> <li>&gt;Not 100% sure what this project is, but it seems like it lacks connectivity on the east and west ends; good for long-distance connectivity, but we should be focusing on higher-density, higher-need neighborhoods and routes that serve shorter trips first</li> </ul>
8	Cook Street Greenway including HAWK at Wellesley and Francis	<ul style="list-style-type: none"> <li>&gt;Design unclear by Shaw how bicyclists function on the shared street</li> <li>&gt;Crossings of Francis desperately needed</li> <li>&gt;Raise these projects high on the list</li> <li>&gt;Pure transport/connectivity, clearly serve transportation</li> <li>&gt;Another high priority urban transport link. Francis is a very challenging street to cross safely.</li> <li>&gt;probably the most-advanced (planning-wise) greenway on the list, lots of local support, tons of demand with new Shaw campus, best to get the greenway completed before the campus opens to secure good driving habits early while everyone's getting used to things</li> </ul>
9	Longfellow Arterial Crossings / Greenway	<ul style="list-style-type: none"> <li>&gt;Definitely prioritize Longfellow</li> <li>&gt;This is an excellent route choice and should be upgraded for non-motorized transport.</li> <li>&gt;ranks slightly lower because I don't think it's gotten the same amount of discussion &amp; outreach as the above two, lots of destinations on Division in vicinity (high demand for better crossing &amp; access), potential to stretch entire east-west length of city, no obvious alternative routes</li> </ul>
10	Chestnut - West Central Arterial Crossings / Greenway	<ul style="list-style-type: none"> <li>&gt;the neighborhood has been talking about this project quite a bit already, has good support, potential for useful northwest-side connectivity and becoming a "major city bikeway" (to borrow terminology from Portland's comp plan)</li> </ul>
11	Everett Arterial Crossings / Greenway	<ul style="list-style-type: none"> <li>&gt;Unsure about Everett as the highest priority</li> <li>&gt;Go back to neighborhood to ensure local support</li> <li>&gt;Confirm favorite option</li> <li>&gt;How do these link in with other improvements, such as a crossing at Nevada, would need all crossings addressed</li> <li>&gt;Look at Rowan compared to Everett</li> <li>&gt;ranks slightly lower because while individual crossings on Everett have gotten a lot of neighborhood attention, the greenway conversation seems to need a reboot; Franklin Park issue needs a resolution (significantly less useful if it doesn't continue through to NW); there are a few alternative routes in the vicinity (Central, Rowan, Queen) that need to be closely considered as well (and might dramatically reduce project cost by taking advantage of existing signalized crossings)</li> </ul>
12	Citywide Crossing Safety	<ul style="list-style-type: none"> <li>&gt;kind of a cheat, since it's a big-picture mega-project, but crossings are the #1 transportation issue in Spokane, and elevating this to #1 highlights that</li> </ul>
13	Illinois Bike Lanes	<ul style="list-style-type: none"> <li>&gt;Logan Neighborhood picked Illinois as choice #7 for bikeway connection - out of 7 finalists (out of 100)</li> <li>&gt;People were more excited about a greenway on Montgomery-Jackson</li> <li>&gt;The bluff is an underutilized resource, not sure about a fight over removing parking, would want to continue to Cincinnati</li> <li>&gt;I guess I would defer to the neighborhood, but...I like riding on Illinois. It's low-stress with a breathtaking view. Functionally, it's not a lot different than the Centennial Trail, but it is on the next step of elevation.</li> <li>&gt;has neighborhood support, but doesn't rank higher because neighborhood would prefer a greenway on Jackson through here (including a HAWK at Hamilton), and the route doesn't have the same inter-neighborhood reach or gap-filling qualities of above projects; existing bike lanes underutilized because not AAA and have poor connectivity, but suspect significant latent demand; existing signal at Hamilton would get a lot more use with protected bike lanes; provides traffic calming &amp; accessibility benefits for Logan Elementary (and buffering for icy curbside sidewalks around Perry intersection); would be best in the form of a multi-use path (at least on south side) to allow for pedestrian recreation along bluff</li> </ul>
14	Fish Lake Trail Connection	<ul style="list-style-type: none"> <li>&gt;An important strategic connection, as detailed in cell 2P.</li> <li>&gt;While it would provide some transportation benefit, would be mostly recreational, in an area that already has a lot of recreational opportunities; less useful without the expensive bridges project; low-density neighborhoods that probably wouldn't have a high equity ranking (exception: Vinegar Flats, but until the routing is complete we don't know if the connection would actually serve them or not)</li> </ul>
15	Thorpe connection to Fish Lake Trail	<ul style="list-style-type: none"> <li>&gt;I'm in favor of this with this as a neighborhood connection, but Thorpe Road is currently in dire need of safety upgrades.</li> <li>&gt;Also not 100% sure what this project is, but sounds like it would only benefit a handful of people who live in the vicinity and provide a mostly recreational benefit; would probably rank near the bottom on an equity scale</li> </ul>



# SPOKANE BICYCLE ADVISORY BOARD

## *Working to make Spokane a more bicycle-friendly community*

### What We Do

The Bicycle Advisory Board is currently an eleven-person board established in 1992 by the Spokane City Council (Section 04.16.020 of the City Code) to provide advice and direction to the Mayor, City Council and all departments and offices of the City on matters relating to bicycling, and to work to raise public awareness of bicycling issues.

### Examples of BAB activities:

- Works with City & the Bicycle-Pedestrian Coordinator to implement the Master Bicycle Plan
- Reviews and provides recommendations on street projects, such as road reconstruction, requests for vacated alleys, and right-of-way transfers as they relate to design and effects on bicycling safety and access
- Supports activities such as Bike to Work and SpokeFest, educational efforts such as Safe Routes to School, and other programs to increase bicycling
- Assists neighborhoods to understand and envision design issues of proposed street projects that enhance bicycling access and safety
- Reaches out to neighborhoods for feedback on bicycle-related facilities proposed in their areas
- Assists in and provides research information about bicycling

### Why We Do It

We want to increase opportunities for all citizens to enjoy the benefits of bicycling. Cities that are more favorable to cycling have healthier citizens, offer a better quality of life, and offer a richer economic foundation for businesses that locate within the "bikeable" areas of urban boundaries.

### Reasons to Celebrate 2009

- Adoption of the Master Bicycle Plan by City Council June 8, 2009
- Creation of a Bicycle-Pedestrian Coordinator position
- Placement of bike facilities on Southeast Blvd., 37<sup>th</sup> Ave. and 5-mile Road

SUBMITTED TO CITY COUNCIL

BY: BAB

DATE: 2-15-10

Deputy

Deputy CITY CLERK

- Bicycle Summit February 2009
- Nearly 1500 participants in Bike to Work Spokane 2009
- Over 1,500 registered participants for SpokeFest 2009

### What We're Doing

- Implementation of the Master Bike Plan
- Continued support of Bike to Work & SpokeFest events; Summer Parkways
- Work with City staff and neighborhoods

### Who We Are

Currently, we are nine residents of the city of Spokane, appointed by the Mayor and confirmed by the City Council.

- **Bradley Bleck** is an ardent on and off-road recreational cyclist, commutes by bike year round to teach English at Spokane Falls Community College.
- **Barb Chamberlain**, Vice-chair, is Director of Communications and Public Affairs for WSU Spokane and a bike commuter and recreational cyclist who wants streets that welcome all modes of transportation.
- **Sam Campogno** is an elementary fitness and health specialist for Spokane Public Schools who is interested in making bicycling safer for both children and adults.
- **Dan DeRuyter** is a business lawyer who is an avid recreational and commuter cyclist.
- **Bill Hansen** works for the City of Spokane and is a regular bicycle commuter.
- **Bill Kelley** is a faculty member of Eastern Washington University's Urban Regional Planning department and a bicycle commuter.
- **Bob Lutz**, Chair, is a faculty member of Gonzaga University and a recreational cyclist.
- **Kurt Niven**, Secretary, is a bicycle commuter and triathlete, and regularly commutes from Five Mile Prairie to work downtown.
- **John Speare**, co-founder of Pedals2People, works for Microsoft and bikes everywhere.

### How to Find Us

- Online at **[www.bikespokane.net](http://www.bikespokane.net)**: Meeting minutes, links to bicycle groups and resources in the area, documents related to bicycle planning, and biographies of BAB members
- Regular information on cycling via a blog maintained by John Speare  
<http://cyclingspokane.blogspot.com/>.
- Contact us through BAB Secretary Kurt Niven, [niven@coffman.com](mailto:niven@coffman.com).
- We meet the third Tuesday of each month, 6-7:30 p.m., at City Hall.