



Bicycle Advisory Board

Tuesday February 16, 2020 – 6:00 PM to 7:30 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

Board Briefing Session:

- 6:00 – 6:20
- 1) Approve [January 2021](#) Minutes
 - 2) Liaison Reports
 - 3) Chair Report
 - 4) Staff Report

Workshops:

- 6:20 – 7:30
- 1) [Ped-Bike Additions to Six-Year Streets Program](#)
 - Kevin Picanco, Senior Engineer, Integrated Capital Management
 - 2) [Priority Bike Network Planning – Current Plans and Studies](#)
 - Downtown Transportation Study - Project List
 - Comprehensive Plan - Project List
 - 3) [West Central Routes – Upcoming projects](#)

Next BAB meeting is scheduled for Tuesday March 16, 2020

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

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Bicycle Advisory Board -Minutes

January 19, 2021

Webex Online Meeting

Meeting Minutes: Meeting called to order at 6:02 PM by Grant Shipley

Attendance:

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

Public Comment:

None

Briefing Session:

Minutes from the December 15, 2020 meeting approved unanimously.

1. **Liaison Report -**

- Shauna Harshman reported that the CTAB is looking for a BAB representative. Grant Shipley volunteered to serve as the BAB representative.

2. **Chair Report -**

Grant Shipley reported on recent review of potential bike route south-east South Hill to connect the Ben Burr Trail segments through Lincoln Heights.

3. **Staff Report -**

- Colin Quinn-Hurst reported that new BAB members Satish Shrestha and youth representative Rian Hidalgo are officially members of the board, and both members introduced themselves.
- The WheelShare contract will be reviewed for extension in coming weeks. Also, please take the time to check out the Washington State Active Transportation Plan online open house.

Workshops:

1. **Bike Bell Ordinance consideration**

- Presentation provided by City Staff
- Questions asked and answered
- Discussion ensued
- Motion proposed and passed

A motion was made recommending that the City not pass a city ordinance requiring bells on bicycles, for the following reasons:

- Additional equipment requirements have been shown to reduce ridership which in turn negatively impacts pedestrian and bicycle safety, as ridership is the number one indicator for pedestrian and bicycle safety when controlling for other factors including demographic characteristics and infrastructure
- Similar equipment requirements for bicycles have been shown to be used as a red herring for inequitable and targeted enforcement in traditionally underserved demographics. Recent data

Note: Minutes are summarized by staff.

from Seattle show this pattern currently within Washington State. Recognizing these patterns, Tacoma repealed their helmet mandate in 2020.

- There is an equity impact regarding the additional cost of such additional equipment requirements
- There is a pre-existing requirement for all shared mobility vehicles in Spokane to have working bells
- Cities cited as examples for this type of ordinance, such as Boston, do not have ordinances requiring bells on bicycles, but have audible signal requirements similar to the City of Spokane
- Recognizing the downsides of these ordinances, top bike-friendly cities have recently removed bicycle bell laws and similar ordinances.
- There are legal implications of passing requirements with no intention of enforcing them
- There is already a City ordinance requiring audible signals, SMC Section 16A.61.787.B: “Whenever any person is riding a bicycle or non-motorized vehicle upon a sidewalk or other pedestrian way of the City, the persons shall yield the right-of-way and shall give an audible signal before overtaking and passing any pedestrian.”

The motion was seconded. An amendment was made to support outreach and encouragement efforts to support the use of audible signals when overtaking on a bicycle or micro-mobility vehicle. The amendment was seconded. The motion, as amended, passed unanimously (10-0).

2. Future Ben Burr Trail connection route - Fiske to Myrtle

- Presentation provided by Community Members
- Questions asked and answered
- Discussion ensued

3. Draft 2021 Bicycle Master Plan Amendments

- Presentation provided by BAB Members
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 7:35 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, February 16, 2021

Note: Minutes are summarized by staff.

STREET PROGRAM RECONCILIATION SHEET				
(Comparing 2022-27 against 2021-26 6yr. Program)				
New Projects Added to Six-Year Program (2022-2027)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
Capital Improvements	44th Ave. Crestline to Altamont	Strip pave to arterial streets standards; consider full frontage improvements, sidewalk, drainage along north side. Council requested project in 2020.	Improve new arterial route.	\$900k
Capital Improvements 2026	Strong Road - 5 Mile to Austin	Full reconsruction. Curb, sidewalk and drainage improvements where needed. Council requested project in 2020.	Improve pavement condition, add pedestrian facilities.	
Pedestrian & Bicycle	Boone Ave. - Howard to Ruby Protected Bike Lane	Install protected bike lanes. Likely lane reduction and related improvements. Council requested project in 2020.	Improve bike safety and provide a lower stress bike route option.	
Pedestrian & Bicycle 2022	Division St. Pedestrian Hybrid Beacons	Install Pedestrian Hybrid Beacons (PHB), update curb ramps, and signing/striping at three locations along Division St. at intersections of: 1) Rhoades-Weile; 2) Longfellow Ave.; 3) Everett Ave.	Improve safety for pedestrian and bike crossings of Division St.	\$1.7M
Honorable Mention Projects				
Section	Project Name	Comment	Purpose Statement	Cost Estimate
Pedestrian & Bicycle 2022	Driscoll / Alberta / Cochrane Sidewalk	Install infill sidewalk, install ADA ramps and pedestrian crossing signing/striping	Improve pedestrian infrastrucure and pedestrian safety	\$1.1M
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	
Capital Improvements	Geiger Rd from Medical Lake Interchange to Grove Rd Interchange	County Project	Complete	
Capital Improvements	Wall St, 1st Ave. to Riverside Ave.	STA CCL Project	Complete	
Capital Improvements	Maple St, Riverside Ave to Pacific Ave	STA CCL Project	Complete	
Capital Improvements	Post St and Summit Ave Connections to Post St Bridge		Remove	
Pedestrian and Bikeways	North Gorge Trail Study		Remove	
Capital Improvements	Spokane Pavement Preservation - North		Complete	
Pedestrian and Bikeways	Ben Burr Crossings of 2nd and 3rd Ave.		Complete	
Pedestrian and Bikeways	Cincinnati Greenway		Complete	
Impact Fee Projects	Hamilton St. Corridor Enhancement Project		Complete	

Table 4-3: Bicycle Improvement Plan Projects

Project #	Bicycle Plan Project	Description	Planning Level Cost	Priority
Connectivity and Circulation				
1	Howard Street (Mallon Avenue to Maxwell Avenue)	Re-stripe the roadway to a 2-lane cross-section with bike lanes	\$17,700	Medium
2	Spokane Falls Boulevard (between Riverpoint Boulevard east and west)	Re-stripe to a 2-lane cross-section with bike lanes. Modify the outside curbs to reduce overall cross-section (After the construction of the Riverside Avenue extension)	\$575,000	Medium
3	Sherman Street (Sprague Avenue to 5th Avenue)	Re-stripe the roadway to a 3-lane cross-section with bike lanes	\$24,000	High
4	Riverside Avenue (Monroe Street to Maple Street)	Add bike lanes to the existing cross-section; retain on-street parking and center median	\$34,300	High
5	Jefferson Street (Riverside Avenue to 4th Avenue)	Add bike lanes to the existing cross-section; retain on-street parking	\$17,200	High
6	Howard Street (Spokane Falls Boulevard to 4th Avenue)	Re-stripe the roadway to a 3-lane cross-section with bike lanes; retain on-street parking	\$21,800	High
7	Howard Street (Spokane Falls Blvd to Spokane River)	Re-align bicycle lanes in Riverfront Park (around the existing fountain)	\$8,000	Medium
8	4th Avenue (Jefferson Street to Lincoln Street)	Re-stripe the roadway to include a bike lane eastbound; construct 6 foot bike path westbound north of existing sidewalk	\$290,000	Medium
9	4th Avenue (Lincoln Street to McClellan Street)	Re-stripe the roadway to include bike lanes; retain on-street parking on one side of the street between Lincoln Street and Howard Street and retain on-street parking on both sides of the street between Howard Street and McClellan Street	\$11,100	Medium
10	4th Avenue (McClellan Street to Division Street)	Re-stripe eastbound bike lane; construct bike lane north of the sidewalk between McClellan Street and Browne Street. Between Browne Street and Division Street, re-stripe eastbound bike lane within existing cross-section and construct 12 foot multi-use path north of 4th Avenue for westbound bicycles and pedestrians.	\$271,000	Medium
11	4th Avenue (Division Street to Cowley Street)	Add bike lanes to the existing cross-section	\$8,600	Medium
12	5th Avenue (Cowley Street to Sherman Street)	Re-stripe the roadway to include bike lanes; remove on-street parking on the north side of street	\$12,300	Medium
13	Sherman Street Bridge	Construct multi-use bridge over railroad tracks from Sherman Avenue to Riverpoint campus	\$4,200,000*	Medium
14	Sharp Avenue (Ruby Street to Superior Street)	Provide bike lanes between Ruby Street and Superior Street. Coincides with restripe project between Pearl Street and Cincinnati Street.	\$75,000	High

Project #	Bicycle Plan Project	Description	Planning Level Cost	Priority
15	Mission Park Trail	Improve the path along the south side of Mission Park between Superior Street and the Centennial Trail. Transition between the Sharp Street bike lanes and the path within the park.	\$55,000	High
16	Iron Bridge Trail	Construct a trail connection between Centennial Trail and east side of the Spokane River.	\$100,000	Medium
17	Spokane River Trail	Construct multi-use trail extension from Centennial Trail east along south bank of Spokane River to connect with Iron Bridge	\$245,000	Low
18	Cincinnati Street (Sharp Avenue to Trent Avenue)	Re-stripe roadway to include a combination of bike lanes and a shared bicycle route	\$40,000	Medium
19	Stevens Street (south of I-90 to 9 th Avenue)	Re-stripe roadway to include southbound uphill bicycle lane on Stevens Street south of I-90	\$15,000	Low
20	Superior Street (Iron Bridge to Trent Avenue)	Re-stripe the roadway to include two bike lanes	\$24,500	Low
21	Riverpoint Boulevard (Trent Avenue to Centennial Trail)	Designate a shared bicycle route connection	\$5,000	Medium
22	Multi-Use Trail (Oak Street to Howard Street)	Provide a 12 foot wide trail that connects to the existing Centennial Trail	\$435,000	Low
23	Main Street (Monroe Street to Pine Street)	Re-stripe the roadway to a 3-lane cross-section with an eastbound bike lane from Lincoln Street to Pine Street; designate a shared bicycle route from Monroe Street to Lincoln Street	\$25,000	Medium
24	Spokane Falls Boulevard (Monroe Street to Pine Street)	Re-stripe the roadway to a 2-lane cross-section with a bike lane along the north curb, retain on-street parking along the south curb	\$25,000	Medium
25	Ida Avenue and Ohio Avenue (Monroe Street to Riverside State Park)	Add bike lanes to the existing cross-section	\$30,000	Medium
26	Boone Avenue/Atlantic Street/Sharp Ave	Designate a shared bicycle route connection	\$35,000	Medium
27	Maxwell Avenue (Howard Street to Maple Street)	Designate a shared bicycle route connection	\$35,000	Low
Bicycle Amenities				
28	Bicycle parking, storage, benches and drinking fountains	Install bicycle parking, storage, benches, and drinking fountains at key locations; develop partnerships with large employment generators	TBD	Medium
29	Bicycle education/information kiosks	Develop partnership with private agencies, existing bicycle clubs and large employment generators. Provide kiosks with maps showing bicycle routes at key gateways into downtown.	TBD	Medium
30	Bicycle route signage	Install bicycle route signage in coordination with new bicycle lanes and connections. For trails, utilize mile post markers and destination signs. Focus investments on MUTCD compliant signs (larger lettering, reflective, color compliant) in lieu of separate investments in bicycle only destination signing for on-street network.	TBD	High

Note: * Project also identified in the pedestrian improvement plan as shared bicycle/pedestrian facility



Selecting grind and overlay to manage poor streets, reviewing:

- Pavement condition.
- Traffic volumes.
- Pedestrian demand and bike facilities.
- Location in a Center or Corridor or Target Area.
- Location on a transit route.
- Completion of a larger corridor.
- Geographic diversity.

Active Transportation Projects

With a move towards more integrated project delivery, many of the planned active transportation projects will be implemented along with street rebuilds and annual maintenance activities. However, there will always be some stand-alone active transportation projects that are a priority for the city and its residents, such as the recently completed Ben Burr Trail. For those projects, a portion of the federal funding received, along with grant funding, will be used to complete these projects. The pursuit and development of the active transportation projects listed below in Table TR 6 will be opportunity driven, and thus the projects are not ranked. For many of these projects, a study determining feasibility and alignment will be the necessary first step. It should be noted that not all of these projects will be completed in the next 20-years.

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	Project Name	Project Location
1	Downtown Bike Share Program	Downtown & U District.
2	Thornton Murphy Park Pathway and Crossing Improvement	Ray/23rd to 27th/Fiske.
3	Hillyard / NSC Pedestrian Bridge Study	NSC
4	Southeast Sports Complex Pathway	Regal to Altamont.
5	Centennial Trail - Boone to Pettet Dr.	Connect from Boone to Pettet Dr.
6	Downtown Structural Sidewalk Repair	Various locations downtown.
7	Ben Burr Under SFB Bridge	Builds the Ben Burr connection underneath the SFB Bridge.
8	Centennial Trail to Fish Lake Connection	Connect from Sandifur Memorial Bridge to the Fish Lake Trailhead.
9	Centennial Trail / Mission Ave Ped Bridge	Make Crossing Improvements at Mission Ave.
10	Spokane Valley/Millwood Trail	Western leg from Greene St. to Felts Field.
11	Everett Street Greenway	Division to Market.



TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
12	Elm Street Greenway	Summit Parkway to NW Blvd.
13	Canon Pool Area - Sidewalk Infill	Elm, Sinto, Oak, Cannon as needed.
14	N Monroe Area Sidewalk Infill	Gaps on Madison, Euclid.
15	Fort George Wright Sidewalk	South side from River Ridge Blvd. to SFCC entrance.
16	Stairway Repair and Replacement	Various locations.
17	N Hillyard Area - Sidewalk Infill	Haven, Bismarck, Regal, as needed.
18	S Hillyard Area - Sidewalk Infill	Haven west side, Rich, Regal.
19	East Sprague Area Sidewalk Infill	Gaps on Helena, Madelia.
20	34th-35th Avenue Greenway	Arthur to Regal.
21	Indian Trail Pathway	Lowell to Kathleen.
22	US 2 - Shared Use Path - Spotted to Frontage Road	North Side of US 2 b/w Sunset Frontage Rd and Spotted Rd.
23	US 2 - Shared Use Path - Assembly to Frontage Road	Sunset Blvd Corridor between Assembly and the west end of Sunset Frontage Rd.
24	Division Sidewalk Weile to Lincoln	Gaps on eastside of Division from Weile to Cozza.
25	North River Drive Sidewalk	Construct sidewalk on the south side of North River Dr.
26	Cook Street Greenway	SE Blvd to 49 th .
27	US 2 - Shared Use Path - Spotted to Flint	North Side of US 2 b/w Spotted Rd and Flint Rd.
28	US 2 - Shared Use Path - Flint to Hazelwood	North side of US 2 b/w Flint and Hazelwood.
29	Division sidewalk Cozza to Lincoln	Gaps on west side of Division from Cozza to Lincoln.
30	Division sidewalk Rhoades to Houston	Gaps on westside of Division from Rhoades to Houston.
31	33rd Avenue Greenway	High Drive to Arthur.
32	East Central Comm Center Area - Sidewalk Infill	Lee, Stone, Cook, Napa.
33	North Hill (Garland) Sidewalk Infill	Lincoln, Rockwell, Lacrosse, Longfellow.
34	Arthur Street Greenway	
35	21st Avenue Greenway	Cedar to Rockwood Blvd.
36	Havana Sidewalk	Gaps from Havana to 3 rd .
37	Holy Family Area - Sidewalk Infill	Central, Standard, as needed.



TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
38	Belt St Sidewalk	East side Wellesley to Longfellow.
39	US 195 Shared Use Path	Spokane-Cheney commercial area to Meadowlane.
40	Trolley Trail Acquisition and Improvement	Complete the Trolley Trail from the northern terminus of the publicly owned trail (running from Assembly northeast for 1.5 miles) to Milton Street.
41	17th Avenue Greenway	Cedar to Rockwood Blvd.
42	Hartson Ave Sidewalk Infill	Gaps from Regal to Freya.
43	Rowan Ave. Sidewalk	North side Napa to Crestline.
44	Greene/Upriver Area - Sidewalk Infill	West of Greene, Jackson, Market, Carlisle.
45	Alberta St. Sidewalk	East side gaps from Wellesley to Francis.
46	Francis Sidewalk Gaps	Sutherlin to Winston (both sides).
47	Alberta-Cochran Sidewalk	Infill from NW Blvd to Gordon.
48	Driscoll Blvd. Sidewalk	Alberta to Garland.
49	Alberta St. Sidewalk	East side from Driscoll to Longfellow.
50	Perry St. Sidewalk	East side Bridgeport to Empire.
51	Cliff Dr. Sidewalk	Gaps from Bernard to Grand.
52	Alberta St. Sidewalk	West side from Driscoll to Garland.
53	Perry St. Sidewalk	East side Empire to Wellesley.
54	Helena St. Sidewalk	Both sides Rowan to Olympic.
55	Fish Lake Trail Gap I	Sandifur Bridge to Fish Lake Trailhead.
56	Fish Lake Trail Gap II	Queen Lucas Lake to Fish Lake Regional Park.

Capacity Improvement Projects

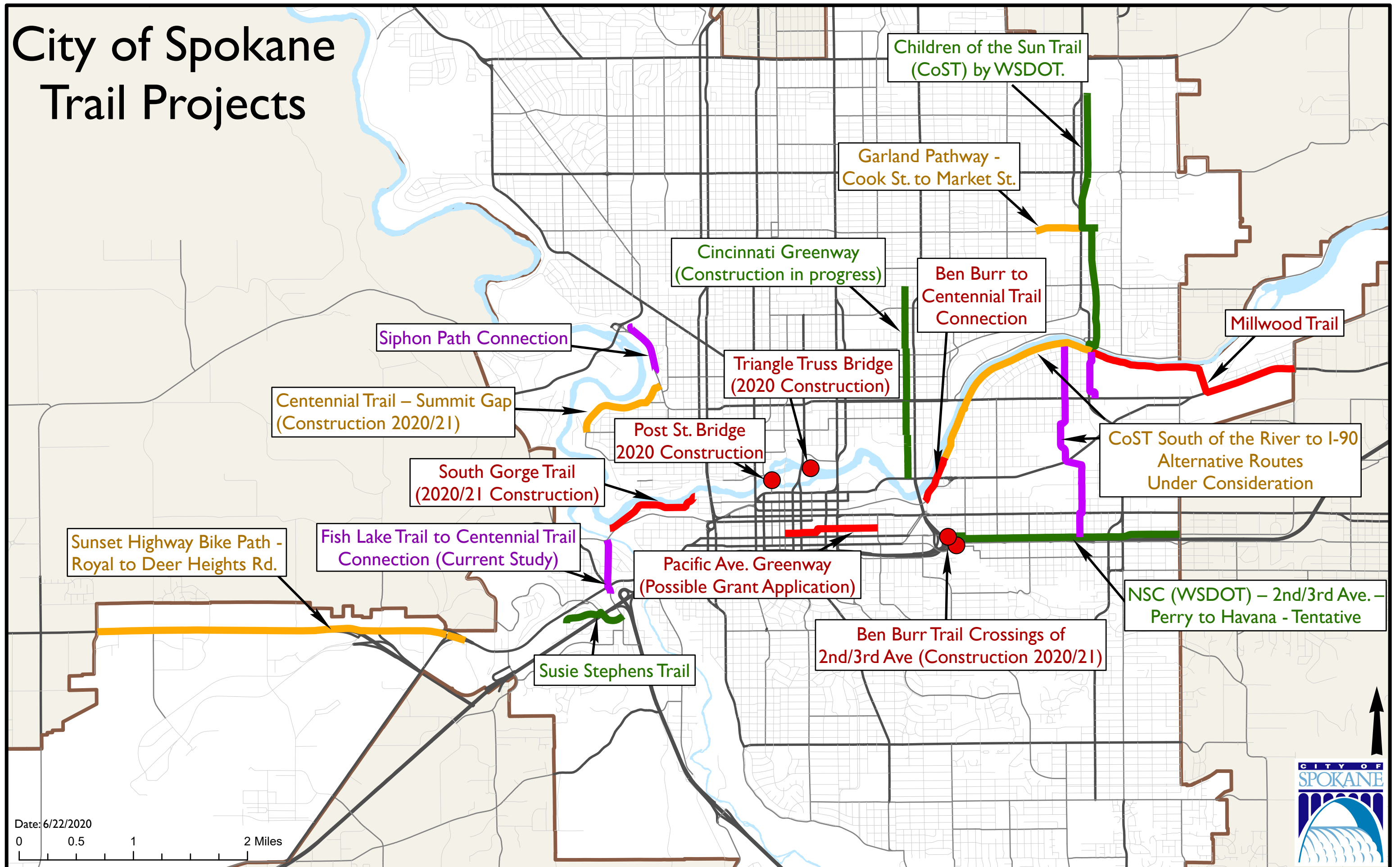
The GMA authorizes impact fees for adding needed capacity for streets and roads. The fees must be based on, and used for, specific improvement projects in the Transportation Plan. The projects must be “system improvements” that provides additional system capacity service and benefits to the community, and not “project improvements” that provide service and benefits only to the individual development. Table TR 7 is a snapshot in time and will change based on the city’s needs over time based on actual and forecasted growth.

TABLE TR 7 – CAPACITY IMPROVEMENT PROJECTS

Region	Project Name	Project Location
D	5th Ave / Sherman St	Intersection - install new traffic signal.



City of Spokane Trail Projects



Bicycle Master Plan

North-South Routes: West Central to Shadle Park

