



Bicycle Advisory Board

Tuesday June 15, 2021 – 6:00 PM to 7:30 PM

TELECONFERENCE



Staff Liaisons:

Colin Quinn-Hurst
Inga Note

(509) 625-6804 cquinnhurst@spokanecity.org
(509) 625-6331 inote@spokanecity.org

Board Briefing Session:

6:00 – 6:20

- 1) Approve [May 2021 Minutes](#)
- 2) Liaison Reports
- 3) Chair Report
- 4) Staff Report –Illinois Ave. Bikeway Update, Bike Swap report

Workshops:

6:20 – 7:30

- 1) [TOD Framework Study – Walk/Bike Access – City Staff](#)
- 2) [Ben Burr Trail Detour / Detours Update – City Staff](#)

-

Next BAB meeting is scheduled for Tuesday July 20, 2021

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 323-618-1887, 435778170#](#) United States, Los Angeles

Phone Conference ID: 435 778 170#

[Find a local number](#) | [Reset PIN](#)

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Bicycle Advisory Board - Minutes

May 18, 2021

City Council Briefing Center

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

Attendance:

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

Public Comment:

None

Briefing Session:

Minutes from the April 20, 2021 meeting approved unanimously with edits.

1. Liaison Report -

- Grant Shipley reported that the Chair of the Citizen Transportation Advisory Board (CTAB) John Dietzman is resigning. Additionally, CTAB is prioritizing bicycle-pedestrian improvements to proposed City Line on three funding plans.
- Rhonda Young reported that Plan Commission Transportation Subcommittee did not meet in May
- Jessica Engelman reported that Pedestrian Transportation and Traffic Committee (PeTT) met and Spokane Regional Transportation Council (SRTC) gave a presentation about their recent planning efforts.

2. Chair Report -

- Grant Shipley hoped that everyone is enjoying the lovely weather and able to get out and ride their bikes. He encouraged everyone to think about the impediments that they run into while bicycling as those are the issues that the BAB hopes to address in Spokane's infrastructure.

3. Staff Report -

- Colin Quinn-Hurst reported that the Bike Swap is happening in June and there will be a BAB booth in attendance.
- He also reported another opportunity to submit letters of support to Senators Cantwell and Murray. The letters state support for the funding request of the Garland Shared-Use Path, the Cook Street Neighborhood Greenway, and the Riverfront Park East and West Wooden Bridges.

Rhonda Young motioned to support sending letters of support for the City of Spokane's Bike and Pedestrian project funding request to Senators Cantwell and Murray. Seconded by Taylor Stevens. Motion carries unanimously.

Public Comment:

Jeff Sevela - He commented that both commuter and recreation bike-use paths need to be considered and there should be a balance between efficiency and safety. He also stated that the Post Street Bridge detour could be better signed to direct bicyclists to the Monroe Street Bridge. He was also interested in a status update on the Mission Street - Centennial Trail crossing.

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

Workshops:

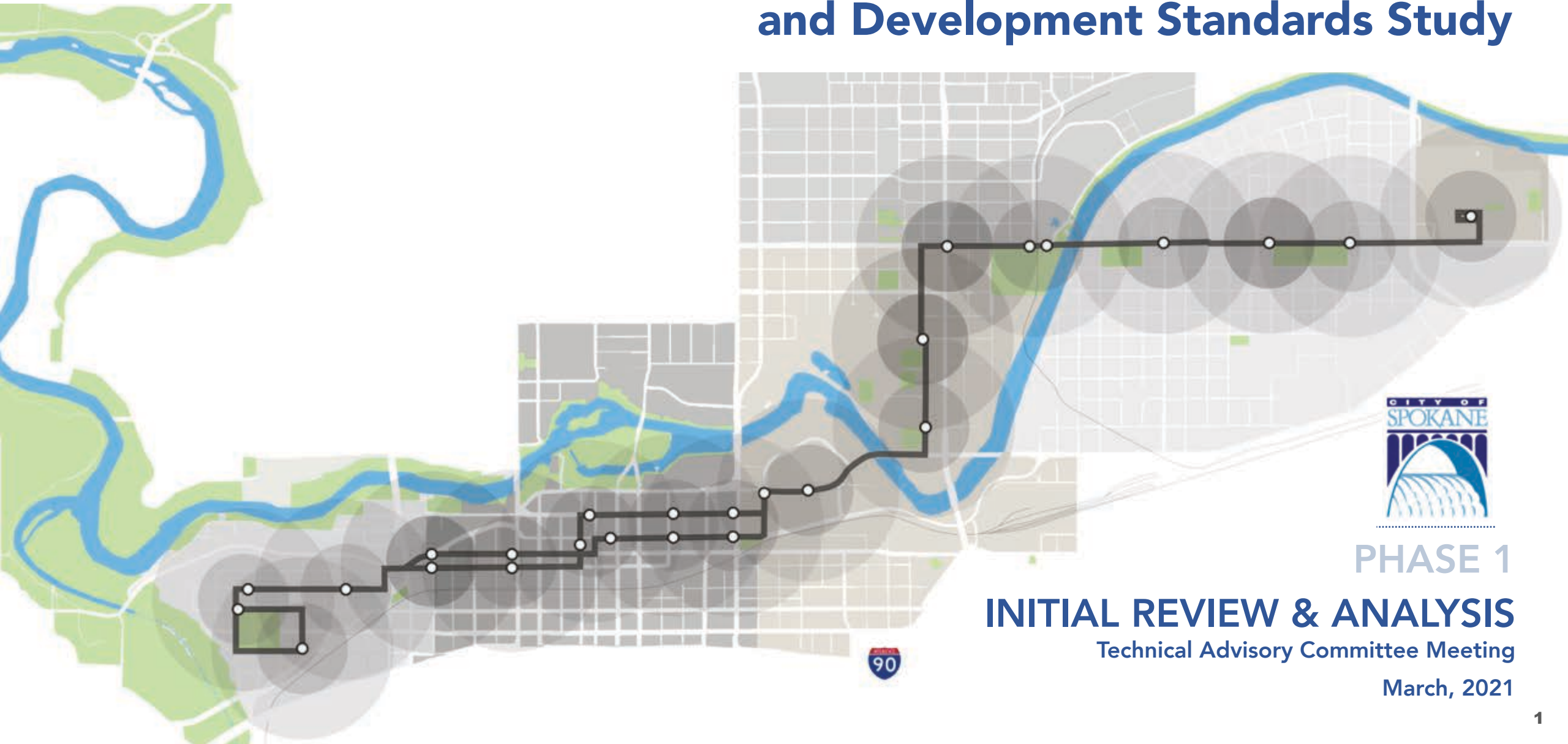
1. Pacific Avenue Greenway
 - Presentation provided by City Staff/BAB Committee
 - Questions asked and answered
 - Discussion ensued
2. Illinois Avenue Protected Bikeways
 - Presentation provided by City Staff/BAB
 - Questions asked and answered
 - Discussion ensued

Meeting Adjourned at 7:40 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, June 15, 2021

CITY LINE CORRIDOR

Transit Oriented Development / Station Area Planning Framework and Development Standards Study



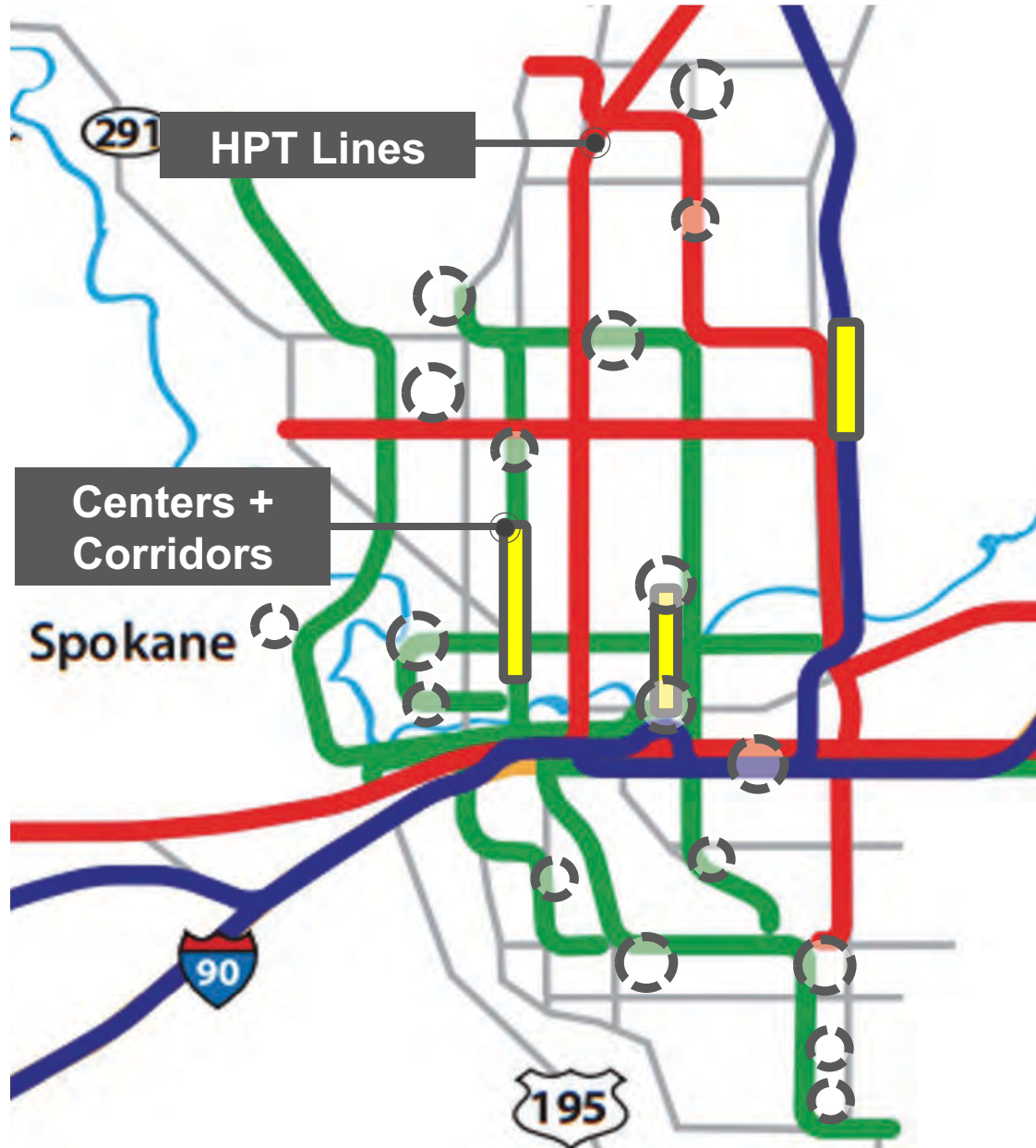
PHASE 1

INITIAL REVIEW & ANALYSIS

Technical Advisory Committee Meeting

March, 2021

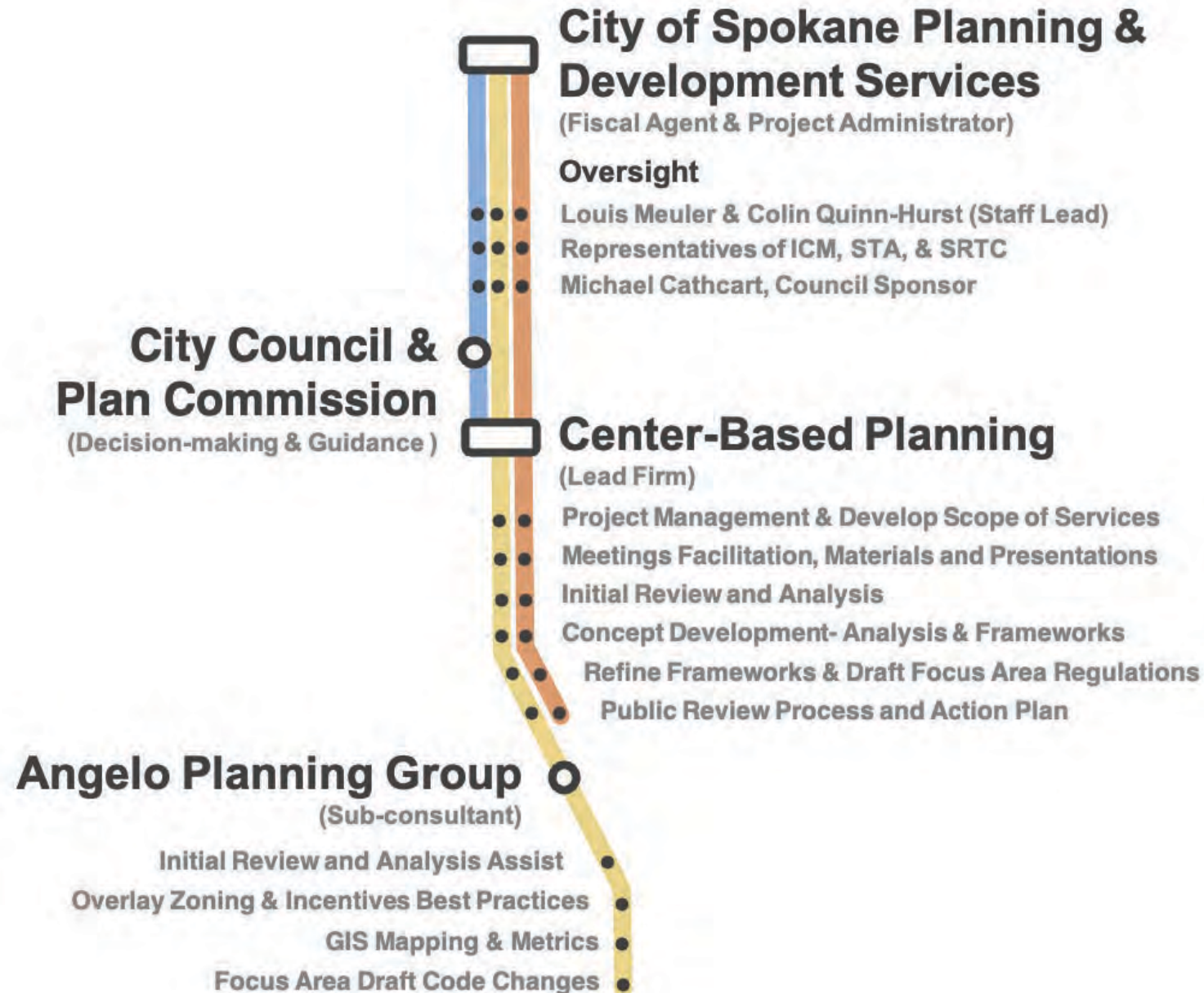
STUDY PURPOSE



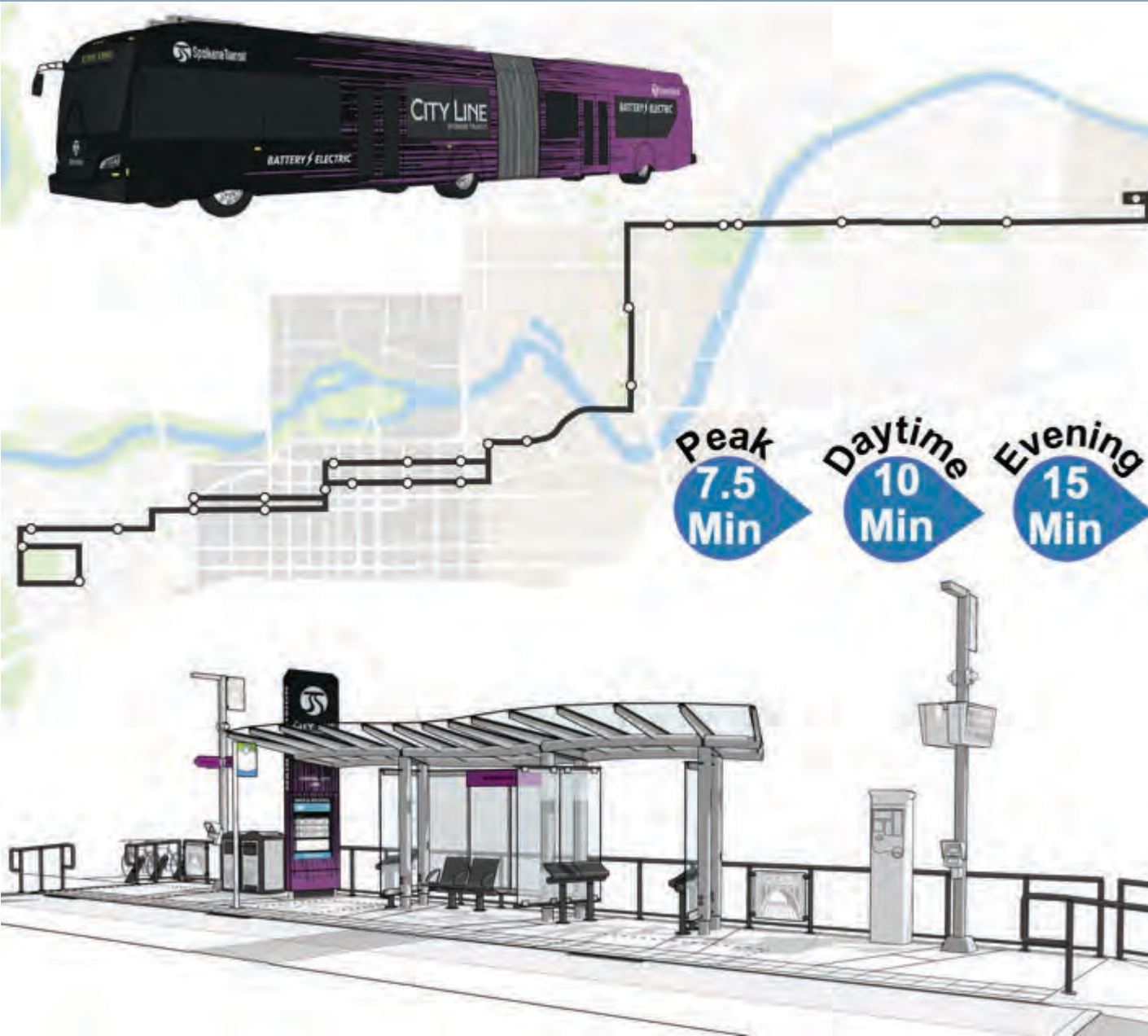
Identify an approach for **transit supportive regulatory changes and priority infrastructure investments** that:

- can be applied along high-performance transit corridors and;
- implements the Comprehensive Plan's Centers and Corridors growth strategy

PROJECT ORGANIZATION



CITY LINE BUS RAPID TRANSIT



Provide Premium Transit Service:

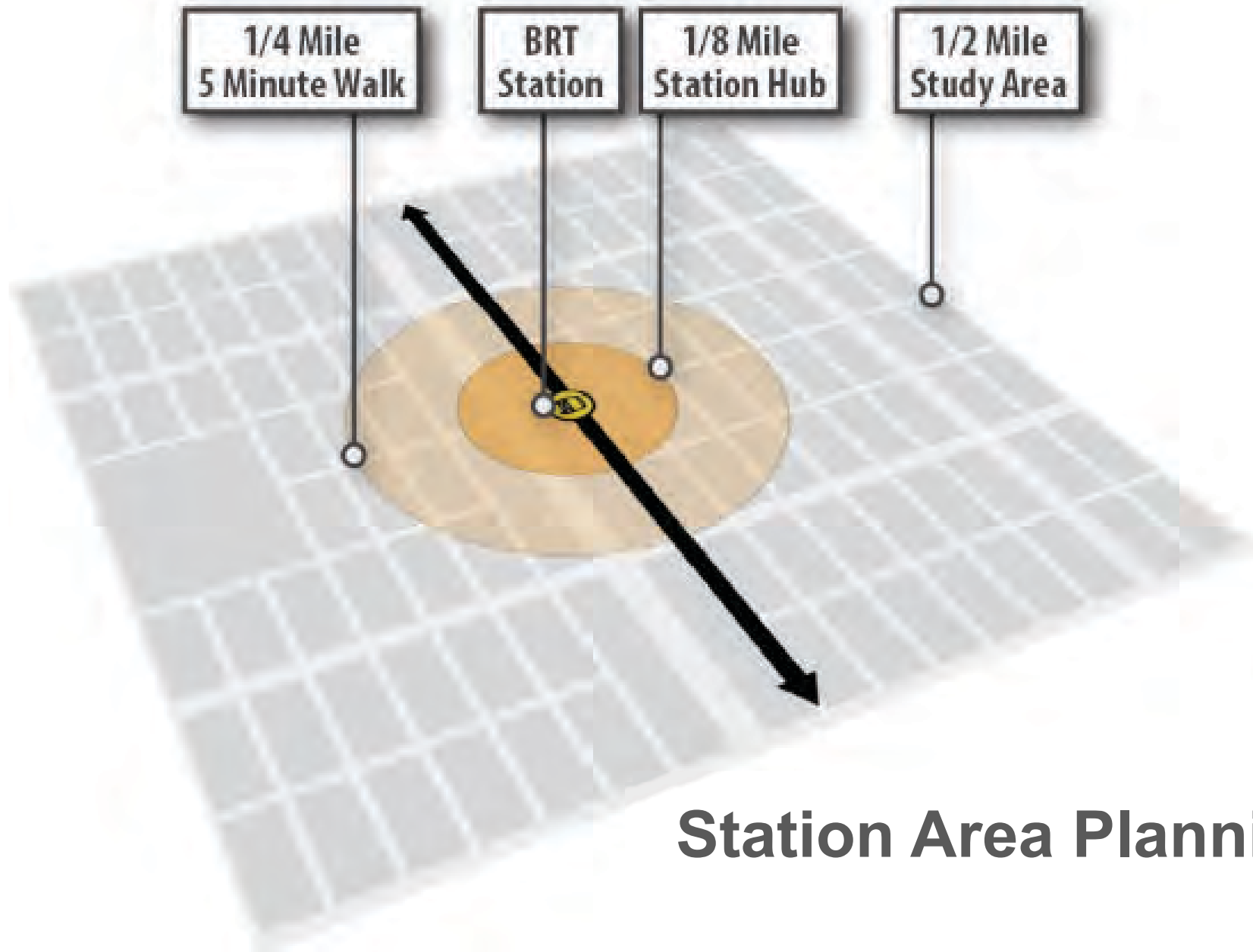
- Comfortable & low impact electric vehicle
- Reliable and frequent
- High quality stations

\$92M
Investment

TRANSIT ORIENTED DEVELOPMENT STUDY



TOD FUNDAMENTALS & BEST PRACTICES



TOD FUNDAMENTALS & BEST PRACTICES

*Integrate land use and transportation
to increase transit ridership +
enhance quality of life*



TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—
Promote activity at the
station and well-defined
crossings*





TOD FUNDAMENTALS & BEST PRACTICES



'Eyes' on the Station

Safe Crossings to Station

Walk + Bike Station Access

TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—
Promote activity at the
station and well-defined
crossings*

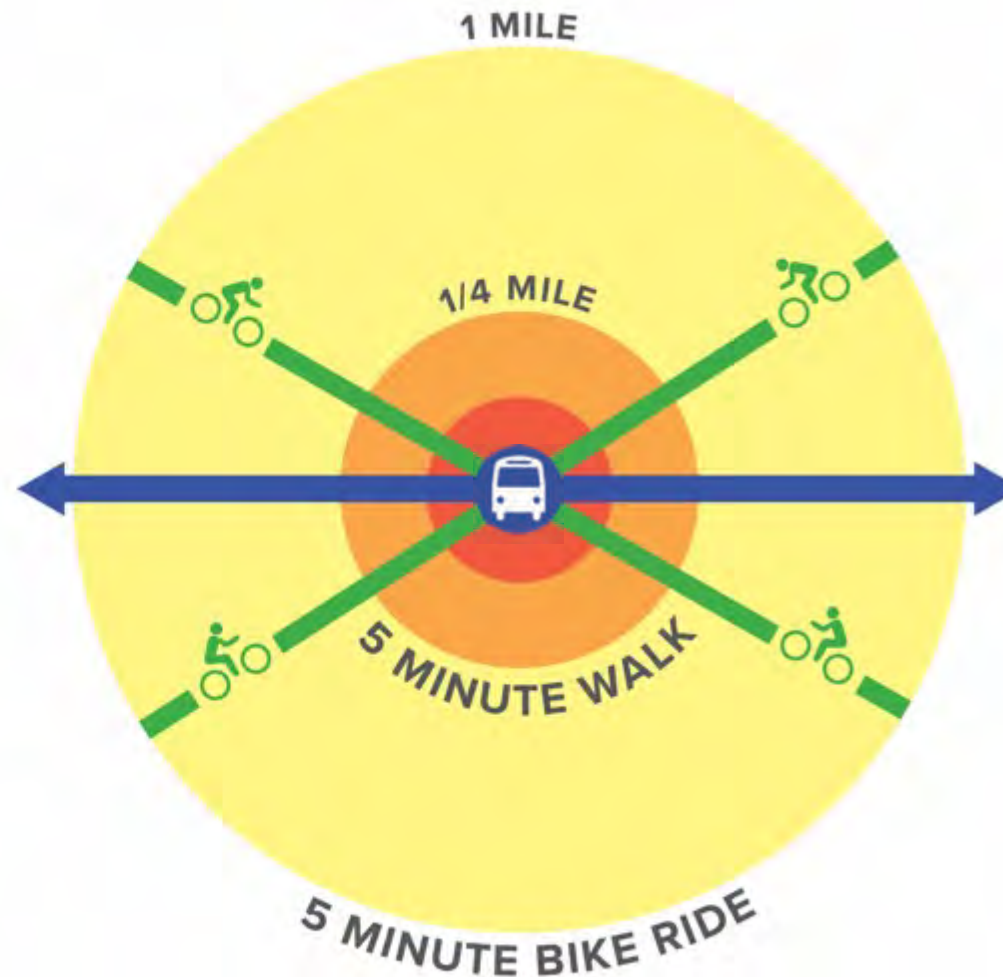
*Direct, continuous
link between stations
and to destinations*





TOD FUNDAMENTALS & BEST PRACTICES

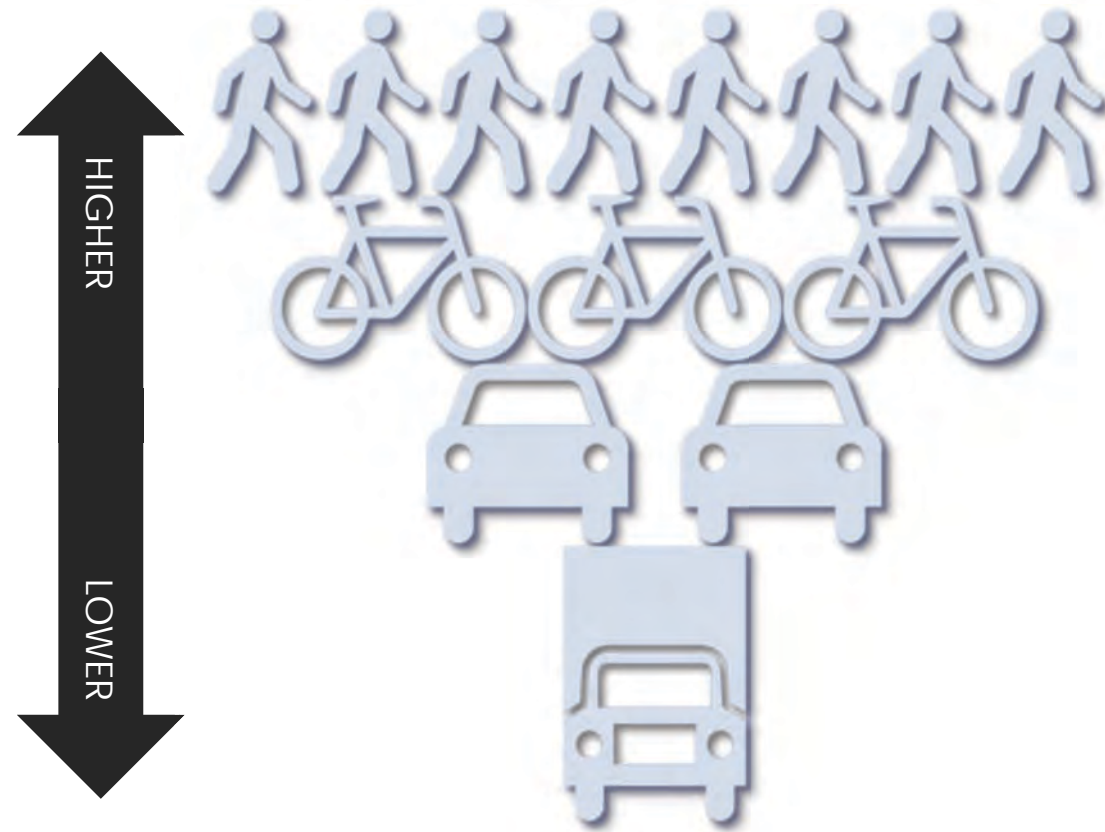
Five-Minute Walk + Bike





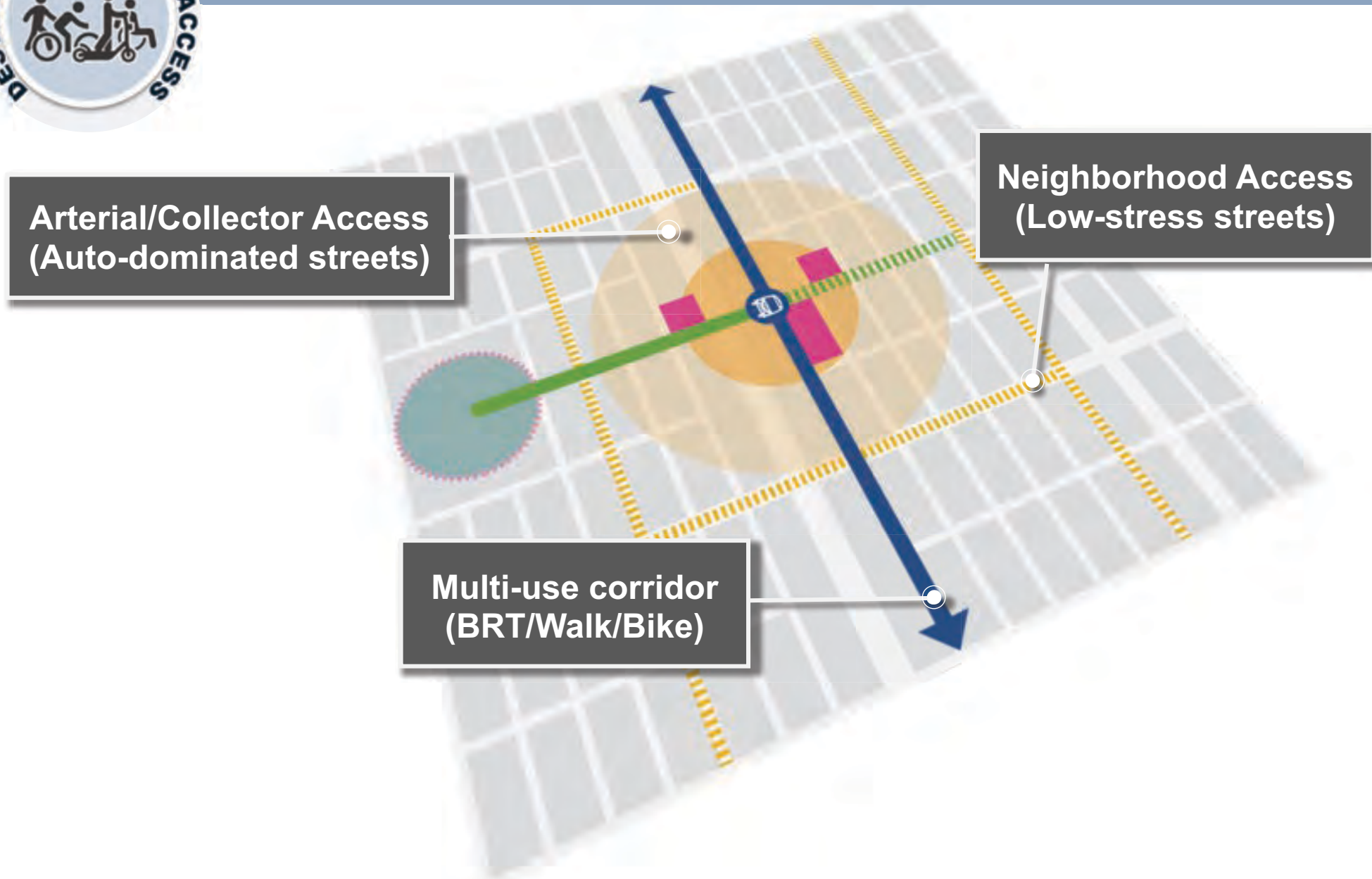
TOD FUNDAMENTALS & BEST PRACTICES

Walk + Bike Priority





TOD FUNDAMENTALS & BEST PRACTICES





TOD FUNDAMENTALS & BEST PRACTICES

Corridor Trail: BRT + Bike + Walk

BRT Line

Walk + Bike
Trail



TOD FUNDAMENTALS & BEST PRACTICES

Neighborhood Access

Low-Stress Streets

(Low traffic 1,500 vehicles per day)



TOD FUNDAMENTALS & BEST PRACTICES

Arterial/Collector Access

Auto-Dominated Streets
(Heavy traffic 15,000+ vehicles per day)

City of San Luis Obispo

TOD FUNDAMENTALS & BEST PRACTICES

*Safety is a priority—
Promote activity at the
station and well-defined
crossings*

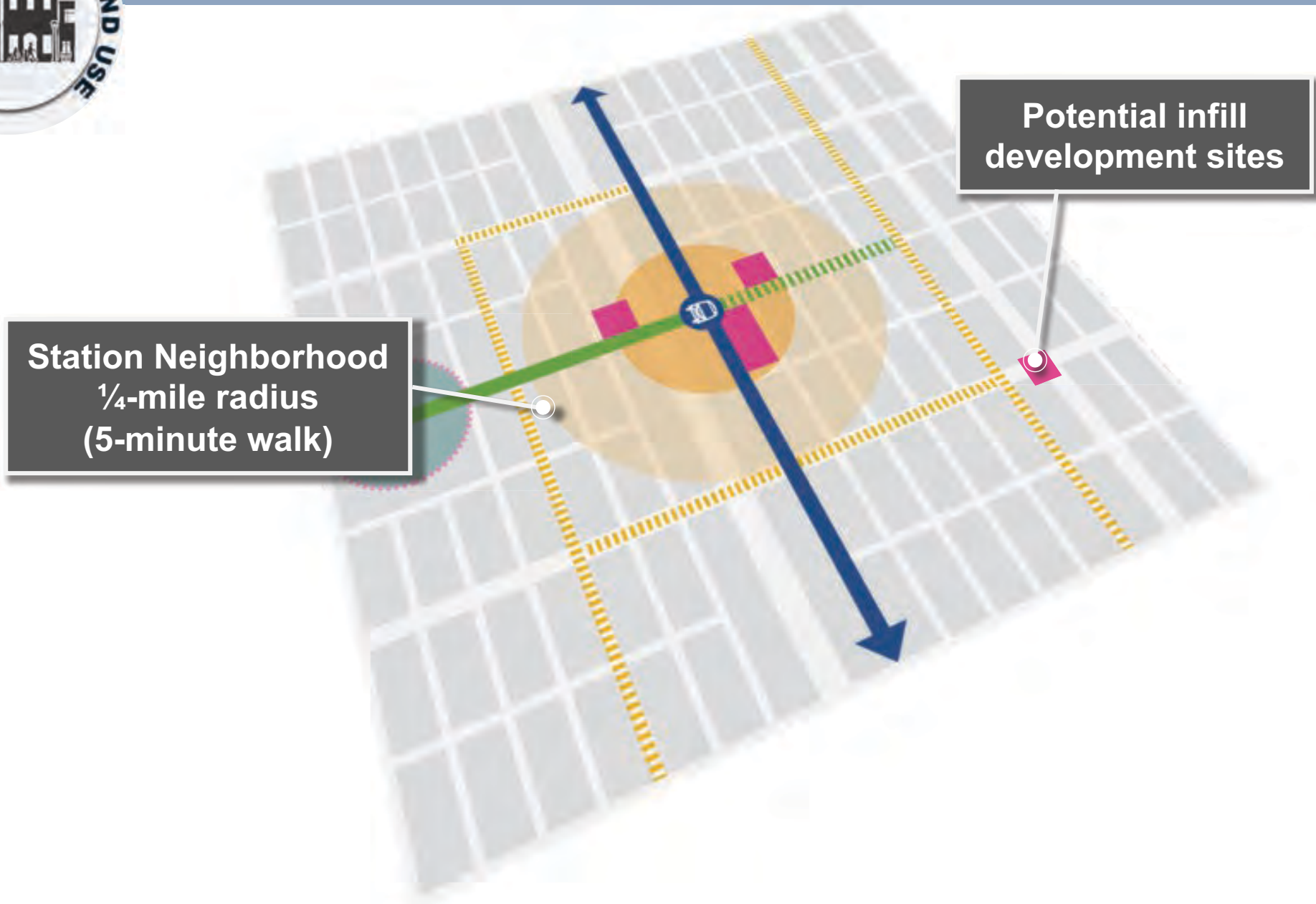
*Direct, continuous
link between stations
and to destinations*

*A mix of station and
neighborhood street-
oriented uses*





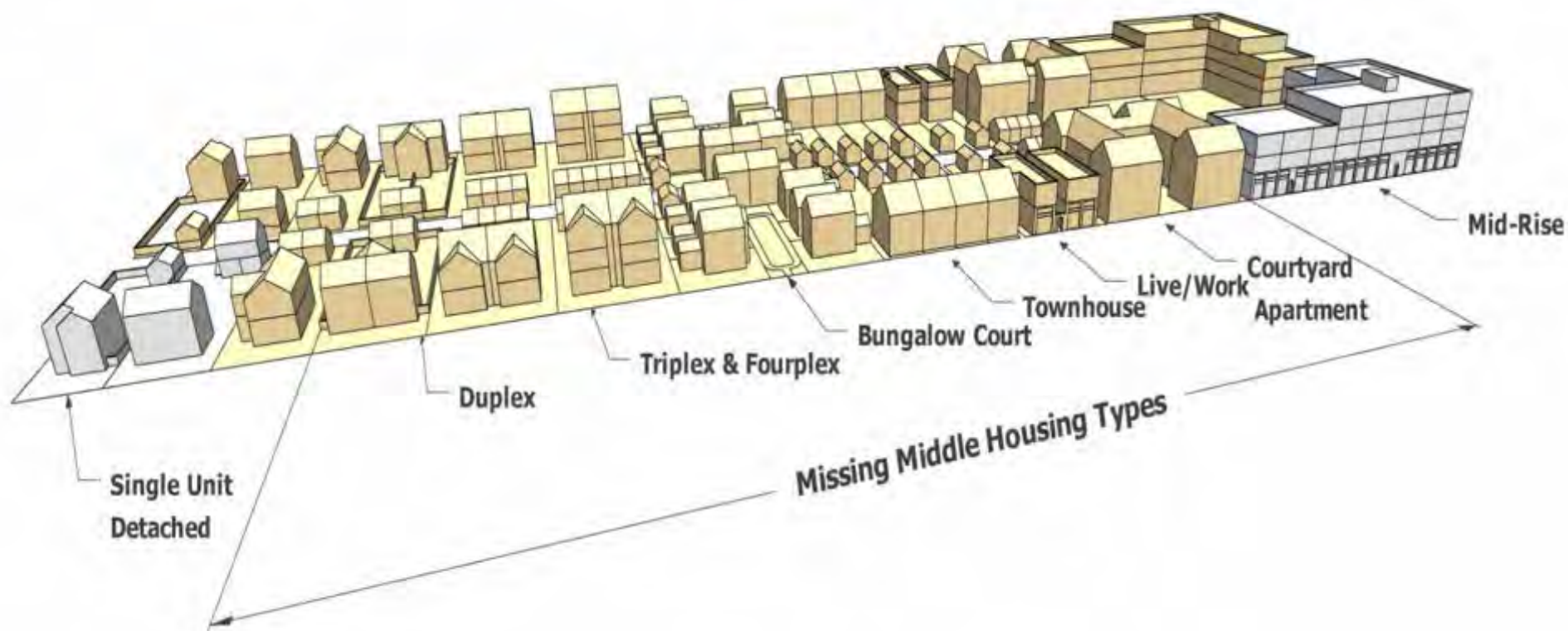
TOD FUNDAMENTALS & BEST PRACTICES





TOD FUNDAMENTALS & BEST PRACTICES

Station Neighborhood: Housing





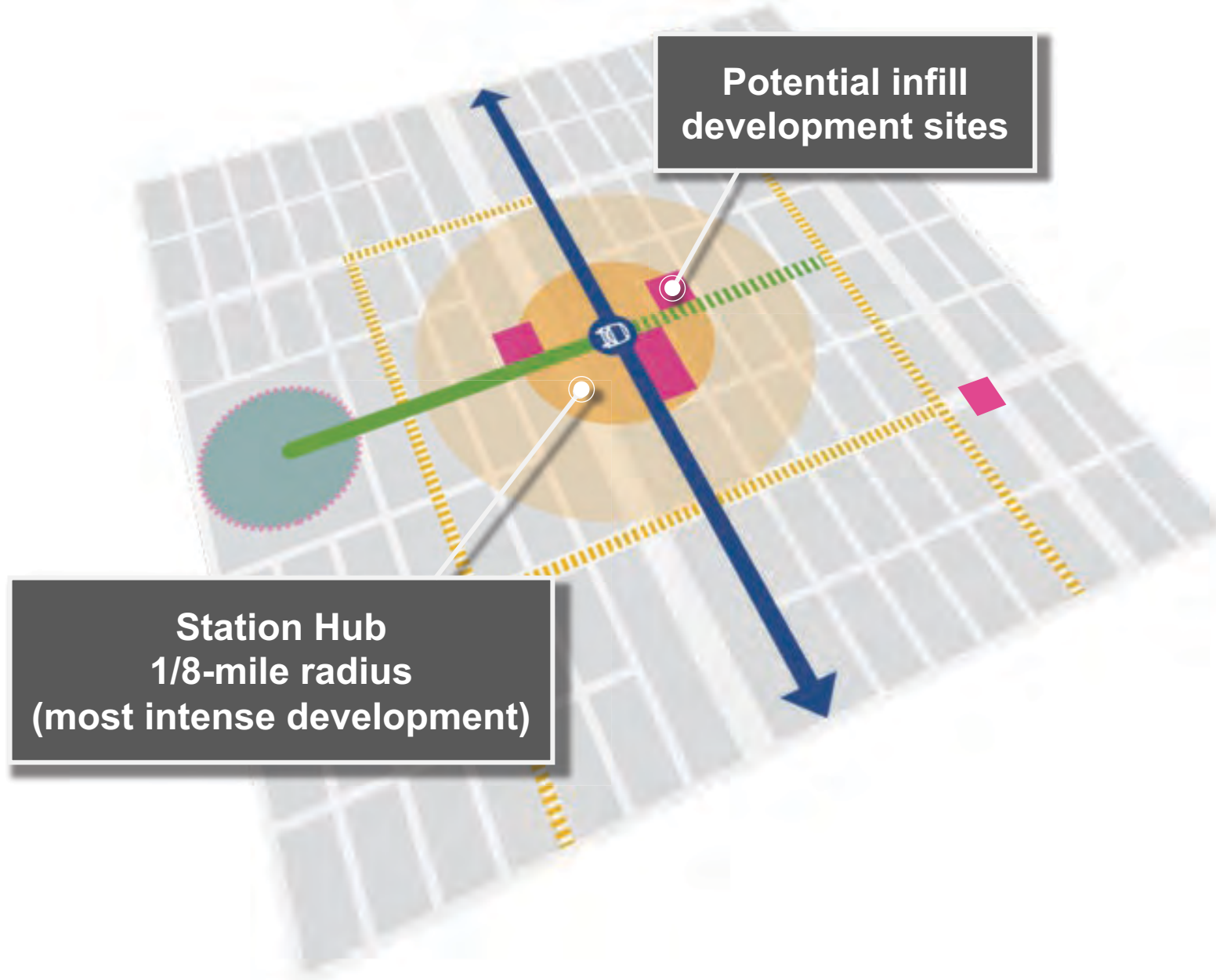
TOD FUNDAMENTALS & BEST PRACTICES

Station Neighborhood: Residential Infill

Courtyard Housing



TOD FUNDAMENTALS & BEST PRACTICES





TOD FUNDAMENTALS & BEST PRACTICES

Station Hub: Mixed-use Development

**Ground Floor Retail &
Dining Support an 18-hour
Environment**



TOD FUNDAMENTALS & BEST PRACTICES

Station Hub: Commercial Node

**Housing & Ground Floor Commercial
Uses Support an Active Environment**



TOD FUNDAMENTALS & BEST PRACTICES

Station Hub: Street Oriented Infill

**Housing Oriented to the Street
Supports an Active Environment**

TOD FUNDAMENTALS & BEST PRACTICES

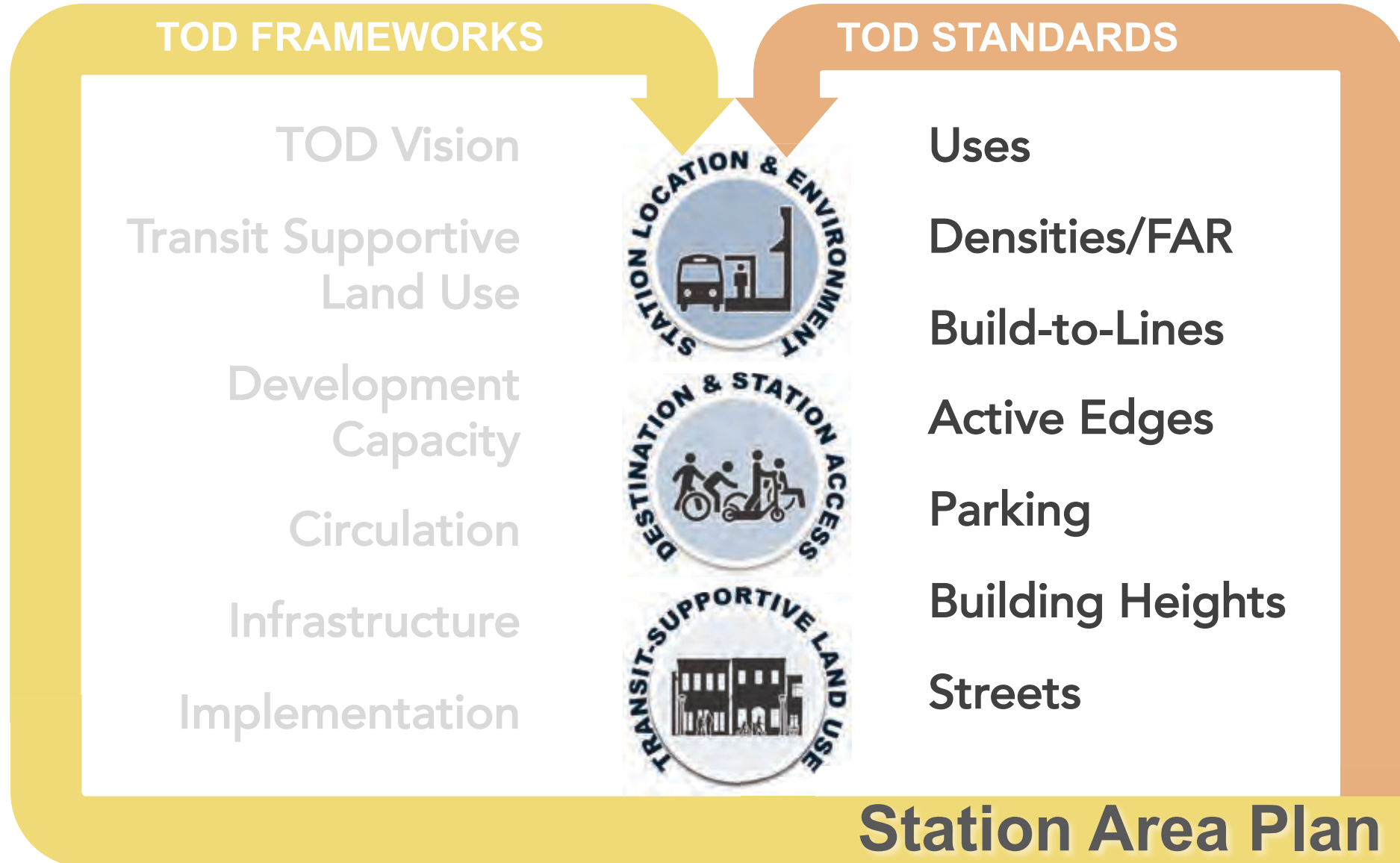
TOD FRAMEWORKS

TOD Vision
Transit Supportive
Land Use
Development
Capacity
Circulation
Infrastructure
Implementation



Station Area Plan

TOD FUNDAMENTALS & BEST PRACTICES



PHASE 1: INITIAL REVIEW & ANALYSIS

EXPLORE CORRIDOR CONDITIONS



STATION LOCATION & ENVIRONMENT

Safety is a priority—Promote activity at the station and well-defined crossings



ASSESSMENT CRITERIA

Stations: ADA accessibility, seating/shelter/fare machines/route schedule & stops map/real time arrival reader

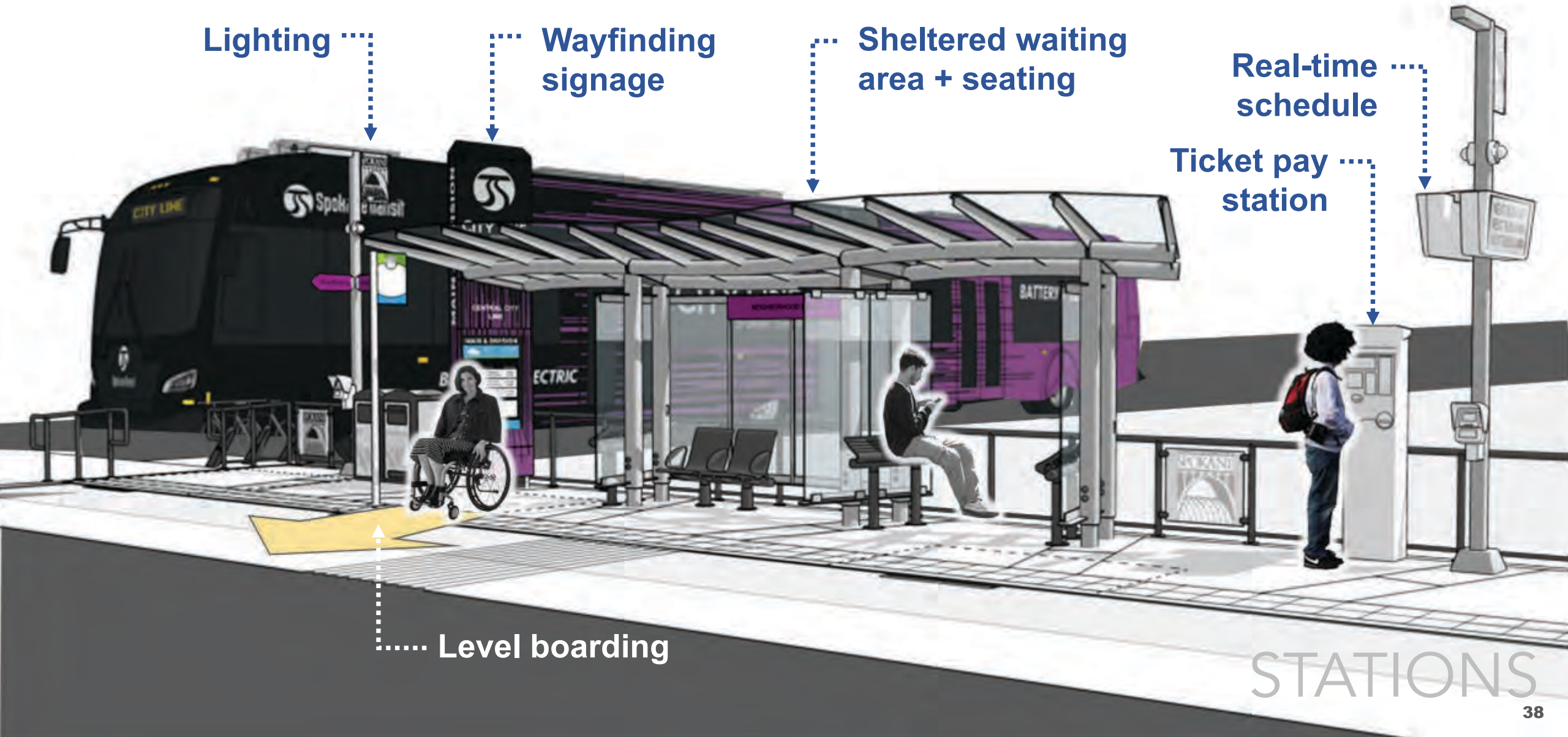
Destinations: destinations or transfers at the station

Intersections: existing/planned crosswalks, ADA accessible corners, and/or adequate traffic control (signals or signs)

Active uses: presence/lack of buildings with windows and doors oriented to the station and built to the sidewalk

Transit Oriented Development potential: vacant, underutilized and/or potential redevelopment sites adjacent to the station

STATION LOCATION & ENVIRONMENT



STATION LOCATION & ENVIRONMENT



DESTINATIONS

STATION LOCATION & ENVIRONMENT

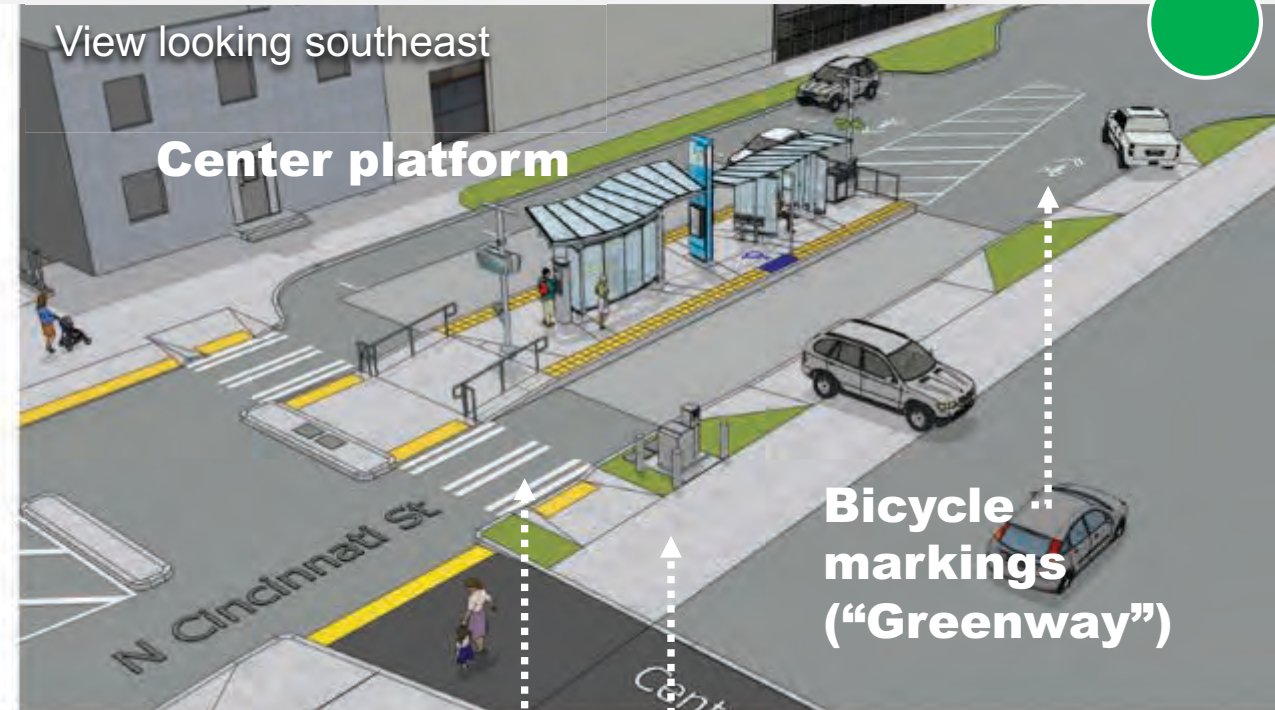
EXISTING STATION ENVIRONMENT

View looking north



STATION PLATFORM + ACCESS

View looking southeast



Center platform

Bicycle markings
("Greenway")

Crosswalks + ADA
Access

Sidewalks

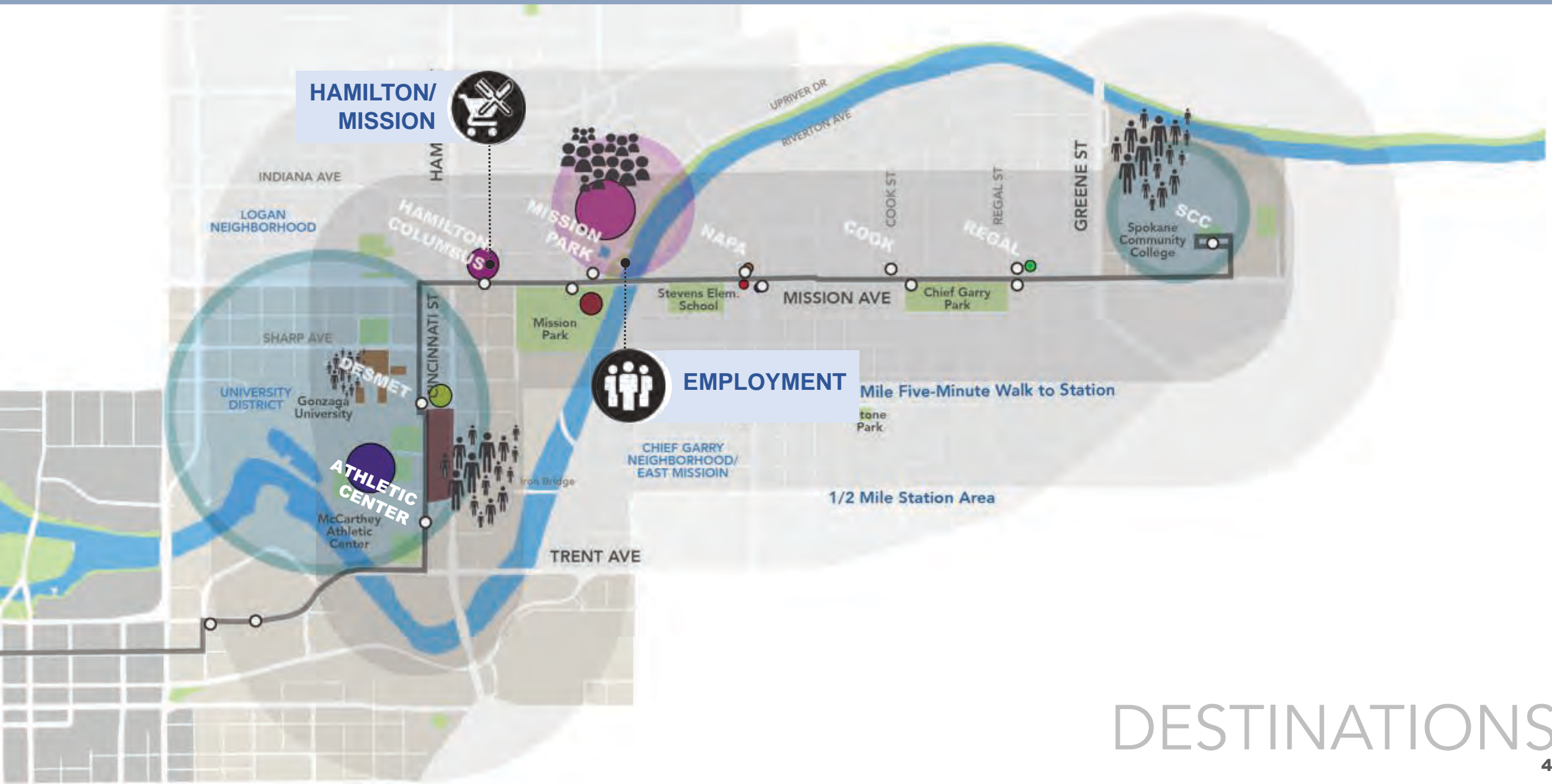
Parking lot &
curb-cuts

Missing sidewalk ...
Blank walls



MCCARTHEY ATHLETIC CENTER STATION

STATION LOCATION & ENVIRONMENT



DESTINATIONS

STATION LOCATION & ENVIRONMENT

EXISTING STATION ENVIRONMENT

View looking east



Safeway

Blank Walls

No crosswalk



HAMILTON/COLUMBUS STATION

STATION PLATFORM + ACCESS

View looking north

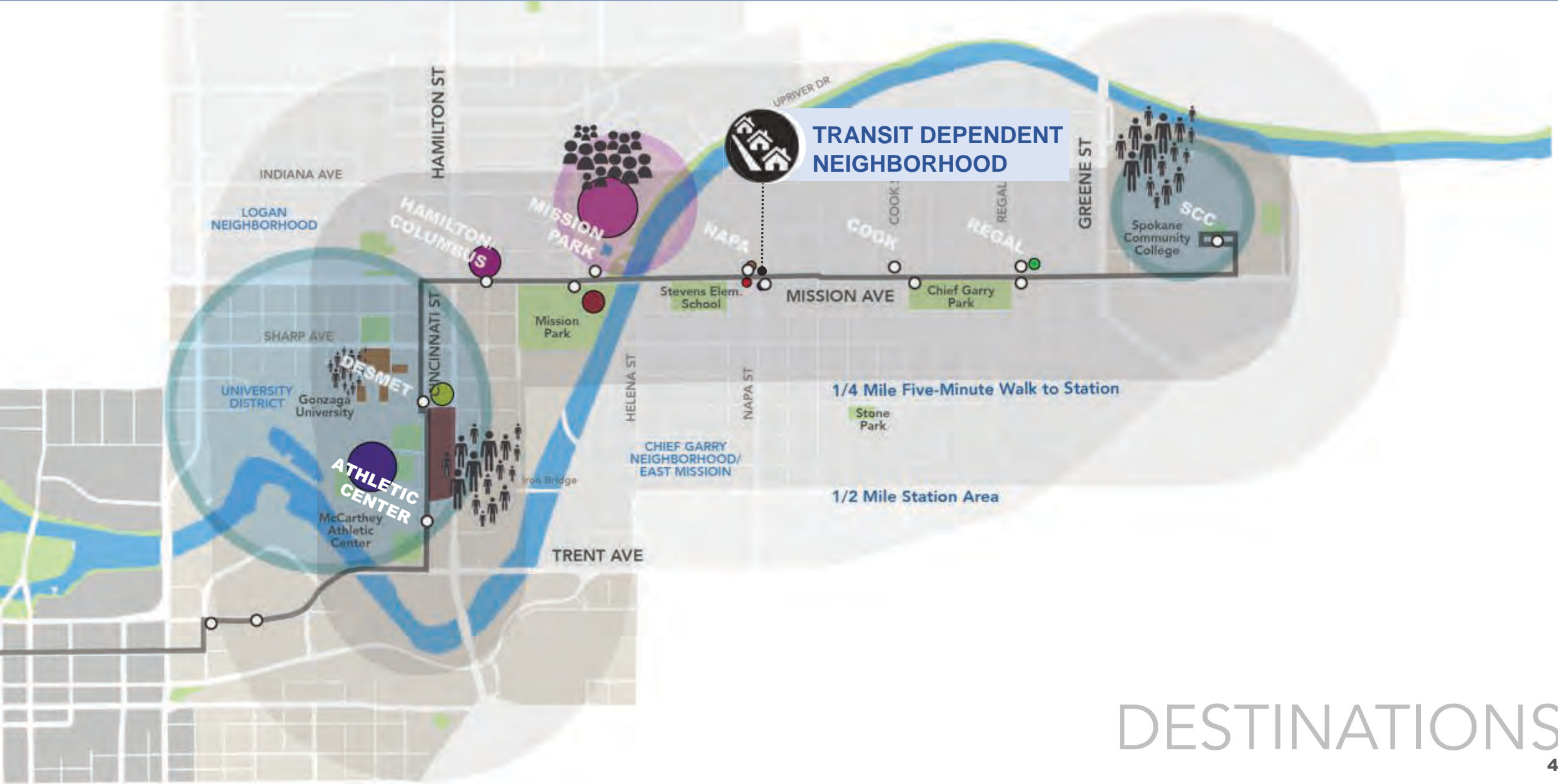


Center platform

Pedestrian crossing signal

Crosswalks + ADA Access

STATION LOCATION & ENVIRONMENT



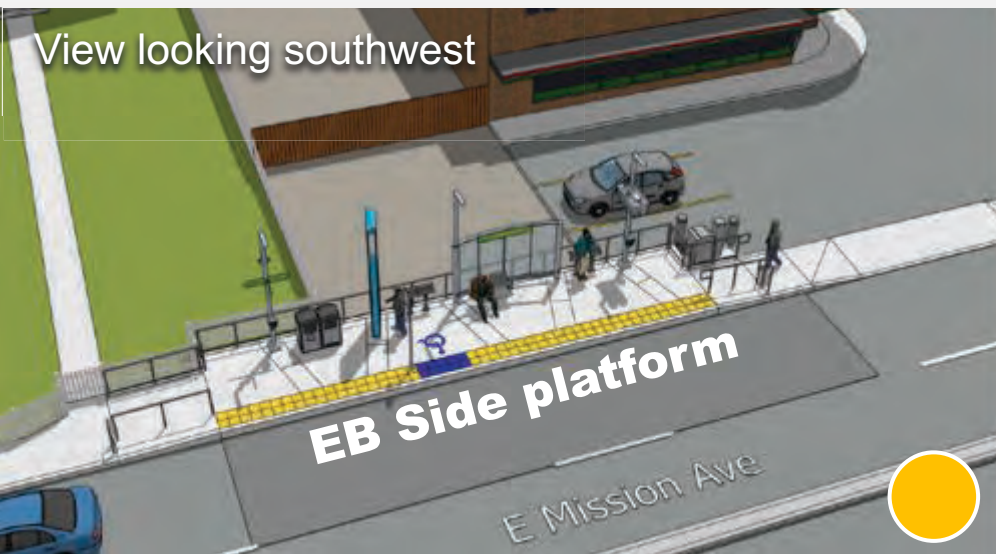
DESTINATIONS

STATION LOCATION & ENVIRONMENT

EXISTING STATION ENVIRONMENT



STATION PLATFORM + ACCESS



NAPA
STREET
STATION

STATION LOCATION & ENVIRONMENT

EXISTING STATION ENVIRONMENT

View looking east

Chief Garry Park

Low activity Area



REGAL STREET

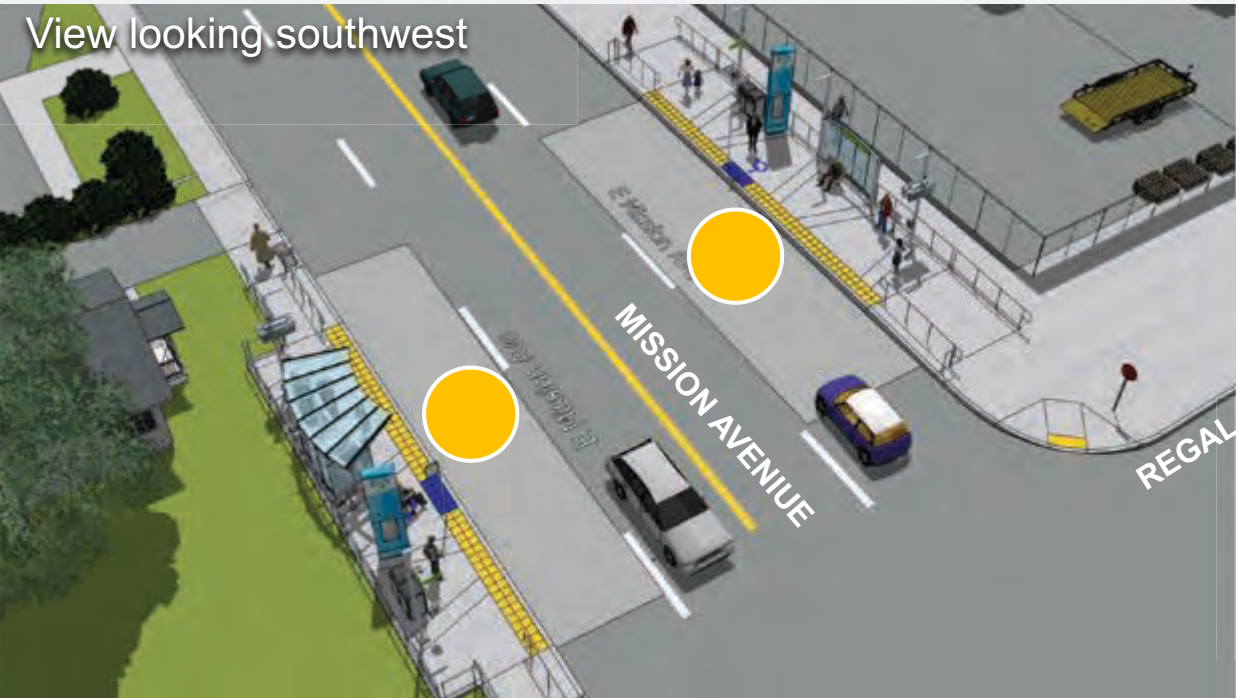


Low activity area



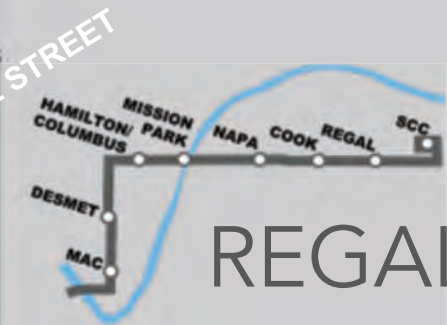
STATION PLATFORM + ACCESS

View looking southwest



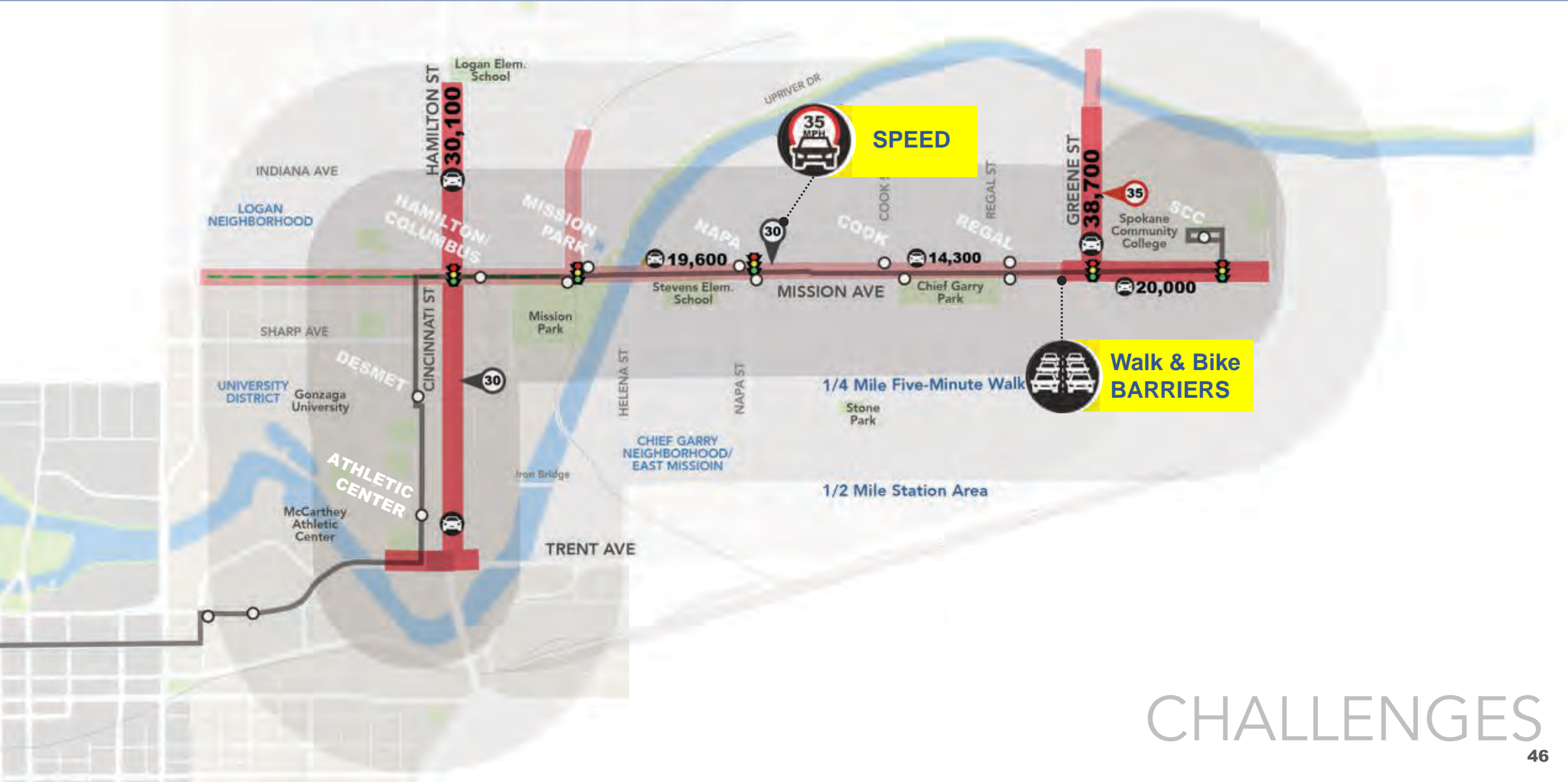
Crosswalk one-side only

30 mph traffic



REGAL STREET STATION

STATION LOCATION & ENVIRONMENT



CHALLENGES

STATION LOCATION & ENVIRONMENT

Greene Street

BARRIER:

SPEED:

Hit by a vehicle traveling

20
MPH



9 out of 10 pedestrians survive

Hit by a vehicle traveling

30
MPH



5 out of 10 pedestrians survive

Hit by a vehicle traveling

40
MPH



1 out of 10 pedestrians survive

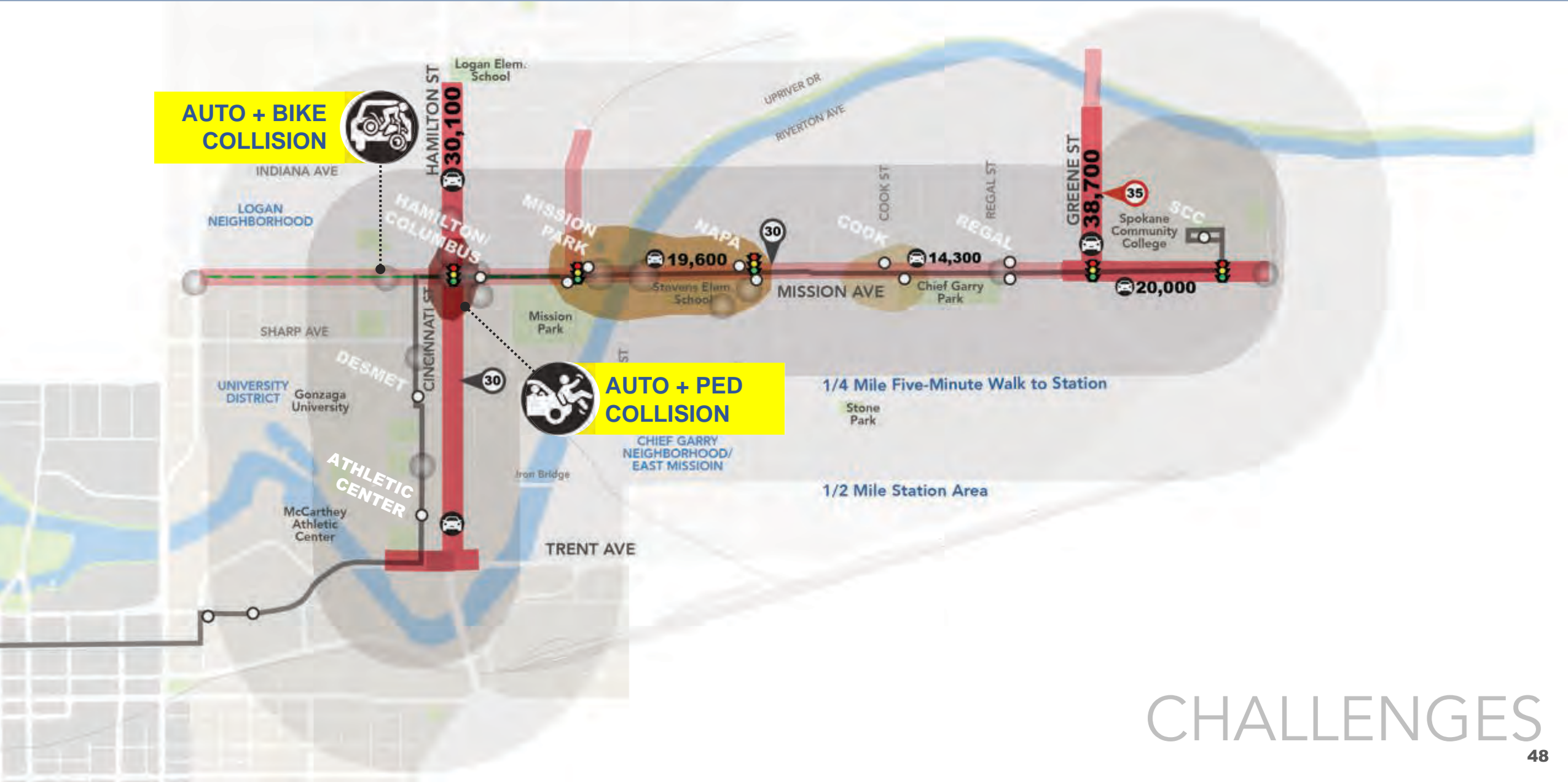
Mission Street

Hamilton Street

BARRIER:

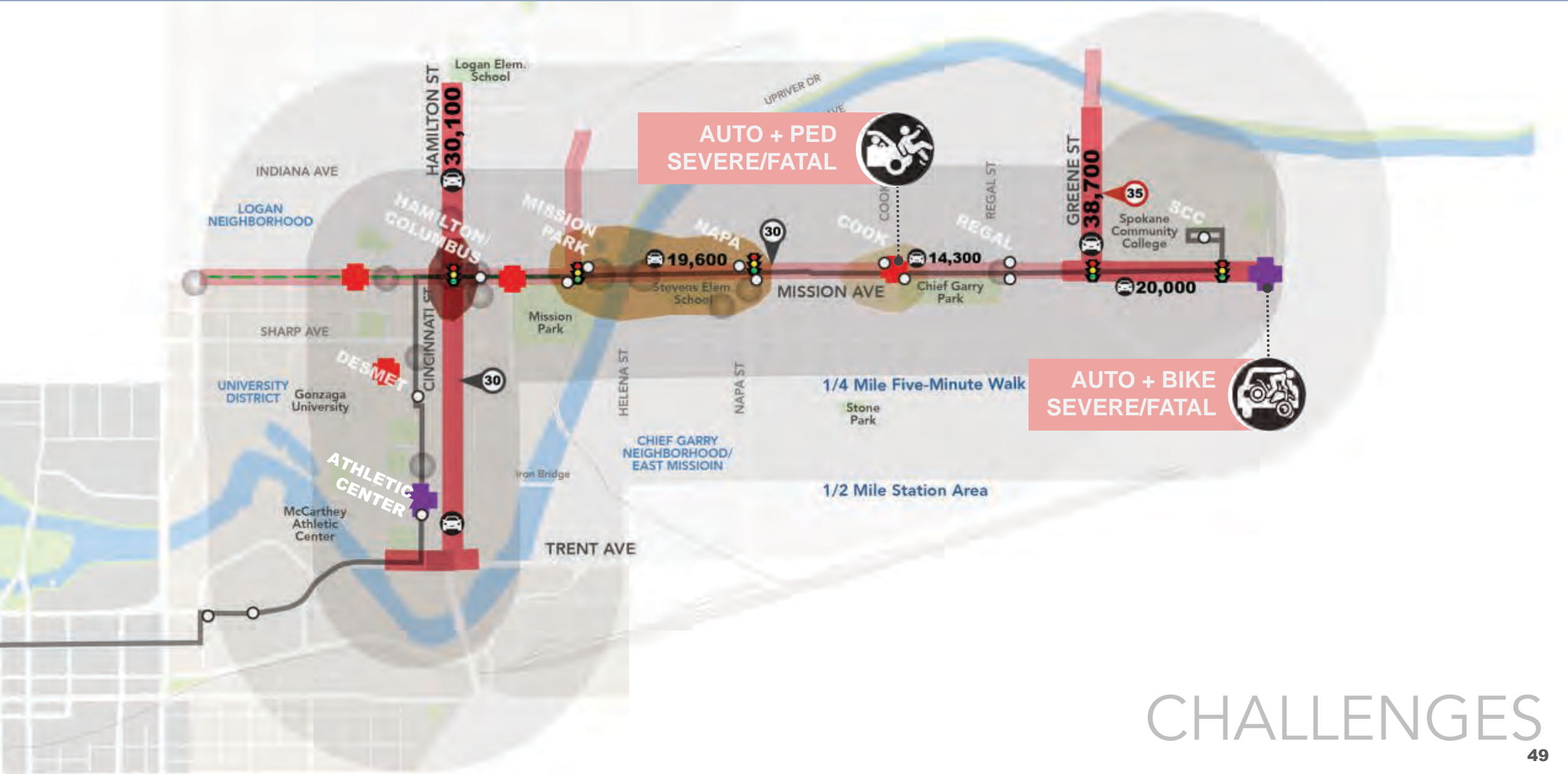
CHALLENGES

STATION LOCATION & ENVIRONMENT



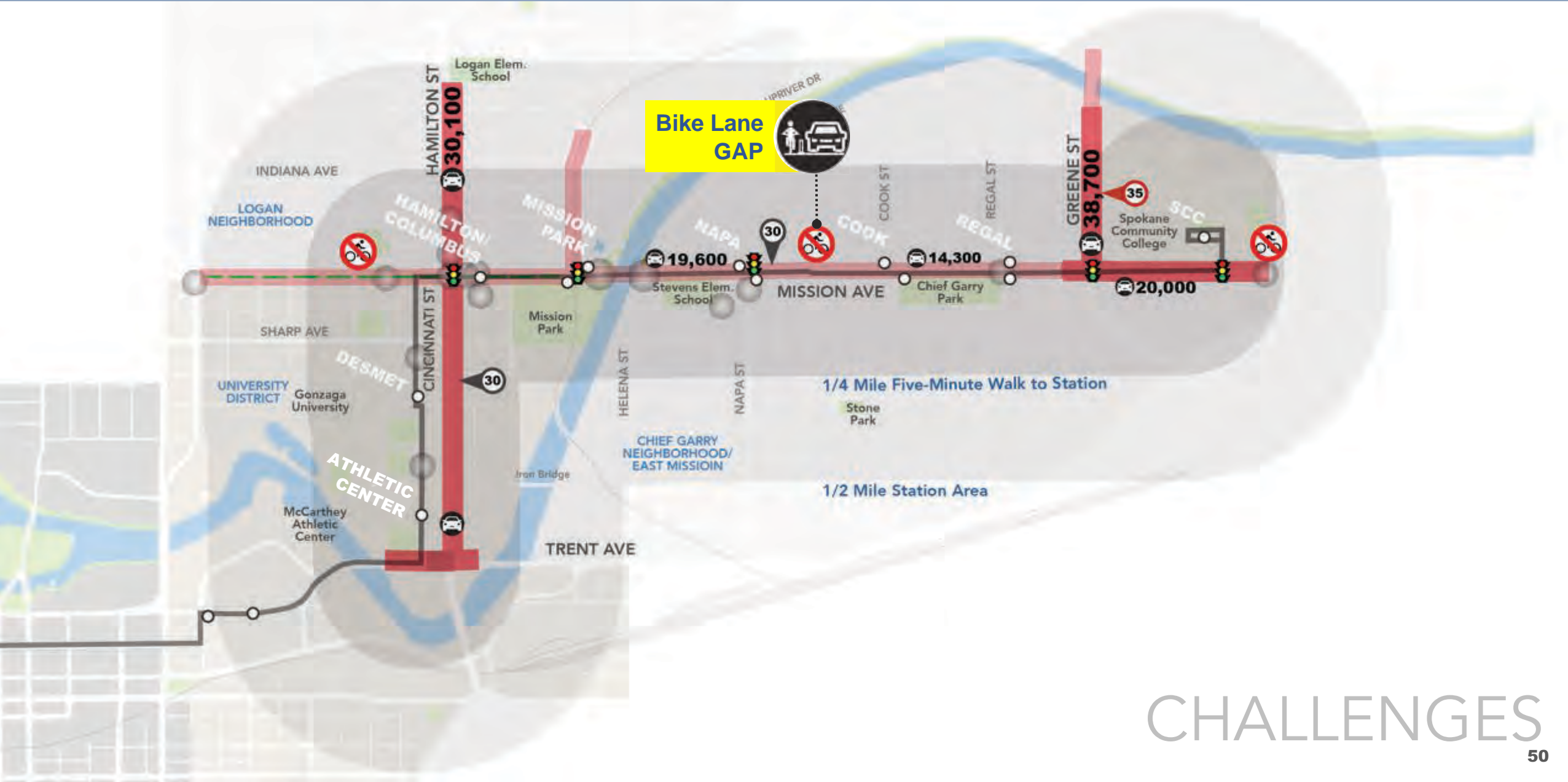
CHALLENGES

STATION LOCATION & ENVIRONMENT



CHALLENGES

STATION LOCATION & ENVIRONMENT



CHALLENGES

STATION LOCATION & ENVIRONMENT



CHALLENGES

STATION LOCATION & ENVIRONMENT



OPPORTUNITIES

STATION LOCATION & ENVIRONMENT

RAPID FLASHING BEACON SIGNAL (RRFB)



COOK STREET STATION

**ENHANCED TRAFFIC
CONTROL—PED/BIKE
CROSSINGS**

PEDESTRIAN SIGNAL (HAWK)



REGAL STREET STATION

OPPORTUNITIES

STATION LOCATION & ENVIRONMENT

RAPID FLASHING BEACON SIGNAL (RRFB)

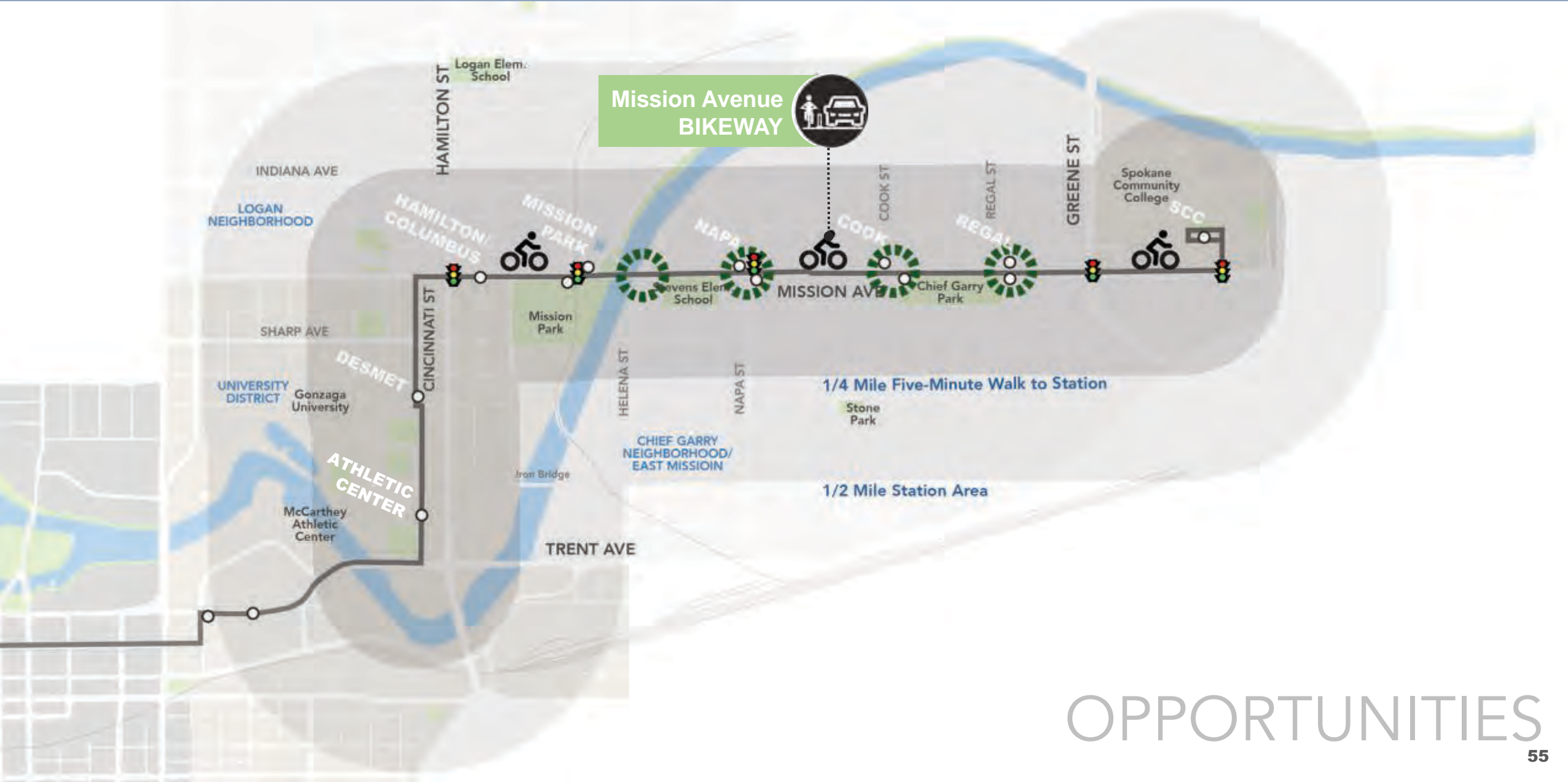


CONFLICT: DOUBLE LEFT TURN & NO CROSSWALK

**ENHANCED TRAFFIC
CONTROL—PED/BIKE
CROSSINGS**

OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



Spokane Falls Boulevard Pop-Up
Protected Bikeway

BICYCLE FACILITIES

Gonzaga University Study—
Mission Avenue Protected
Bikeway



Existing



Proposed

OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



- ✓ Explore possibility of short-term/long-term redevelopment
- ✓ Identify market viable transit supportive uses
- ✓ Consider regulations supporting active uses & building frontages

OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



- ✓ Explore possibility of long-term redevelopment
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OPPORTUNITIES

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- ✓ Explore possibility of short-term/long-term redevelopment
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OPPORTUNITIES

STATION LOCATION & ENVIRONMENT

EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/ COLUMBUS	MISSION PARK WB	EB	NAPA WB	EB	COOK WB	EB	REGAL WB	EB	SCC
Station:	●	●	●	●	●	●	●	●	●	●	●	●
Destinations:	●	●	●	●	●	●	●	●	●	●	●	●
Intersections:	●	●	●	●	●	●	●	●	●	●	●	●
Active uses:	●	●	●	●	●	●	●	●	●	●	●	●
TOD Potential:	●	●	●	●	●	●	●	●	●	●	●	●

ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Lack of active uses at some stations
- ✓ Transit-supportive development at station opportunity sites
- ✓ Need for enhanced crossings (Riverton, Napa, Cook & Regal)

DESTINATION & STATION ACCESS

Direct, continuous link
between stations and
to destinations



ASSESSMENT CRITERIA

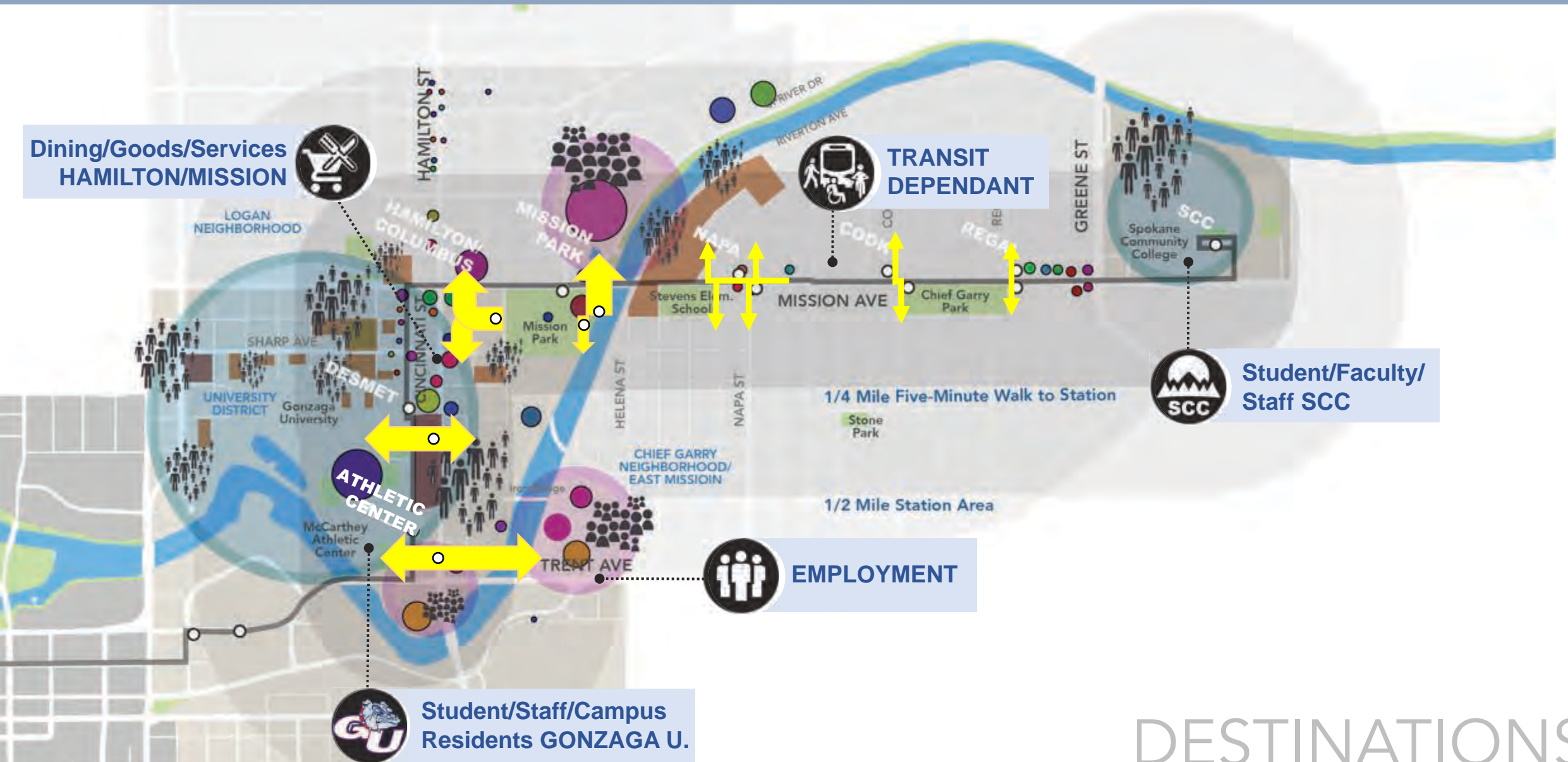
Station areas destinations: location of jobs/population concentrations, anchor uses including public facilities, religious and community services and commercial goods/services/dining.

Barriers to destinations and stations: high traffic, multi-lane streets, lack/presence of traffic control, posted speeds at or above 30 mph, and multiple curb-cuts across sidewalks.

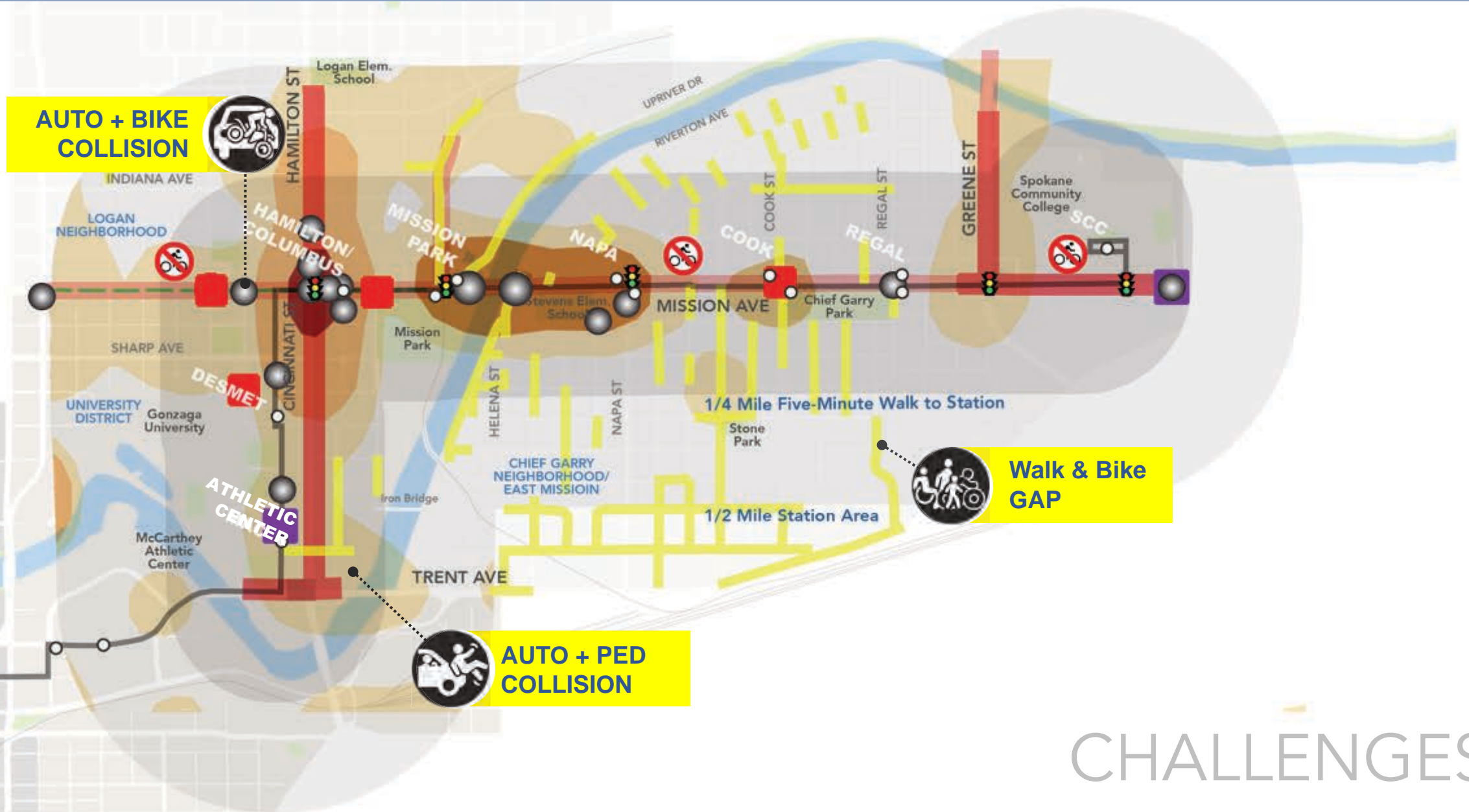
Station areas walk facilities: lack or presence of existing/planned sidewalks within 1/2 mile of the station.

Station areas bicycle facilities: lack or presence of existing/planned bike facilities within 1/2 mile of the station.

DESTINATION & STATION ACCESS

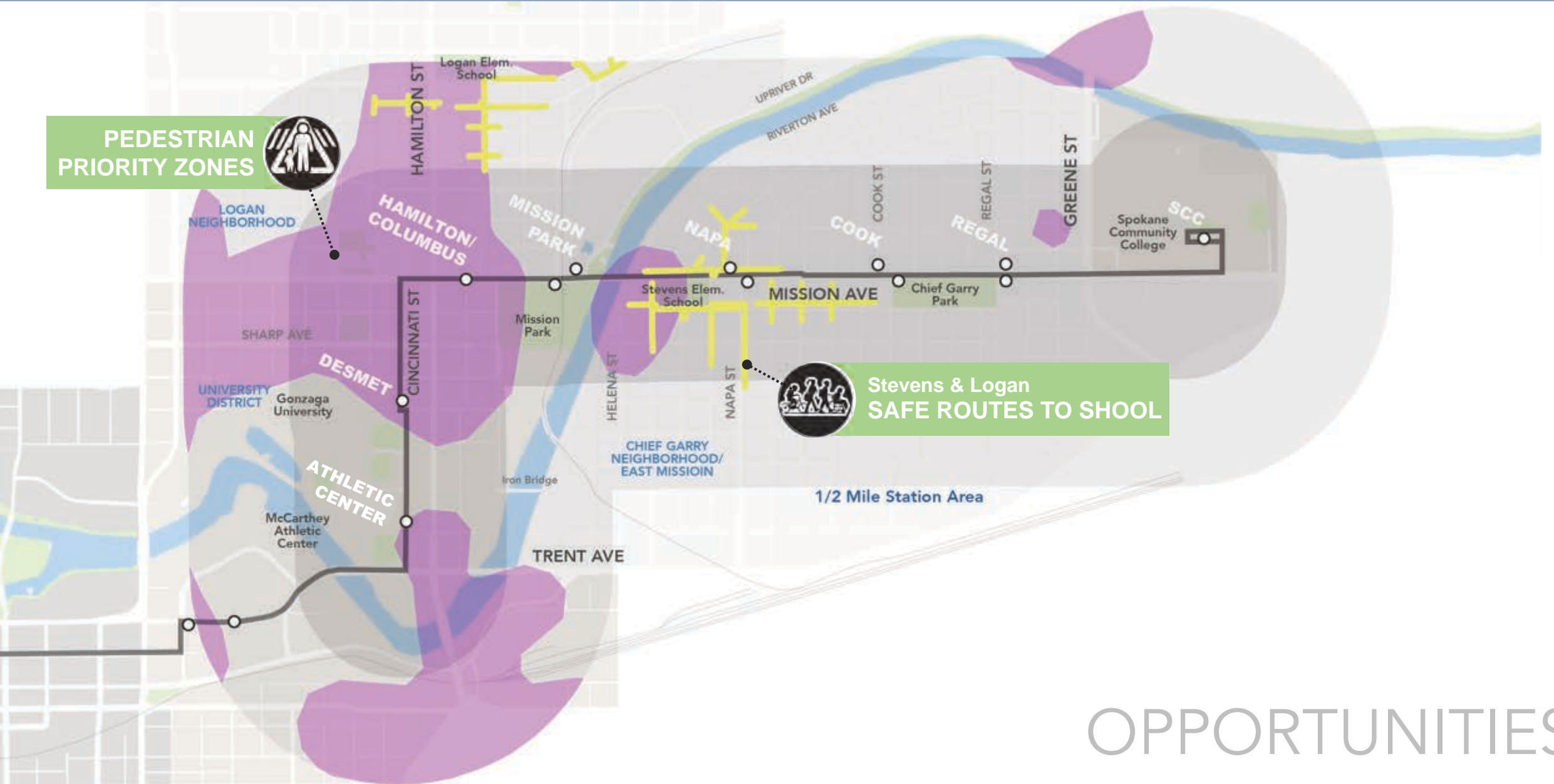


DESTINATION & STATION ACCESS



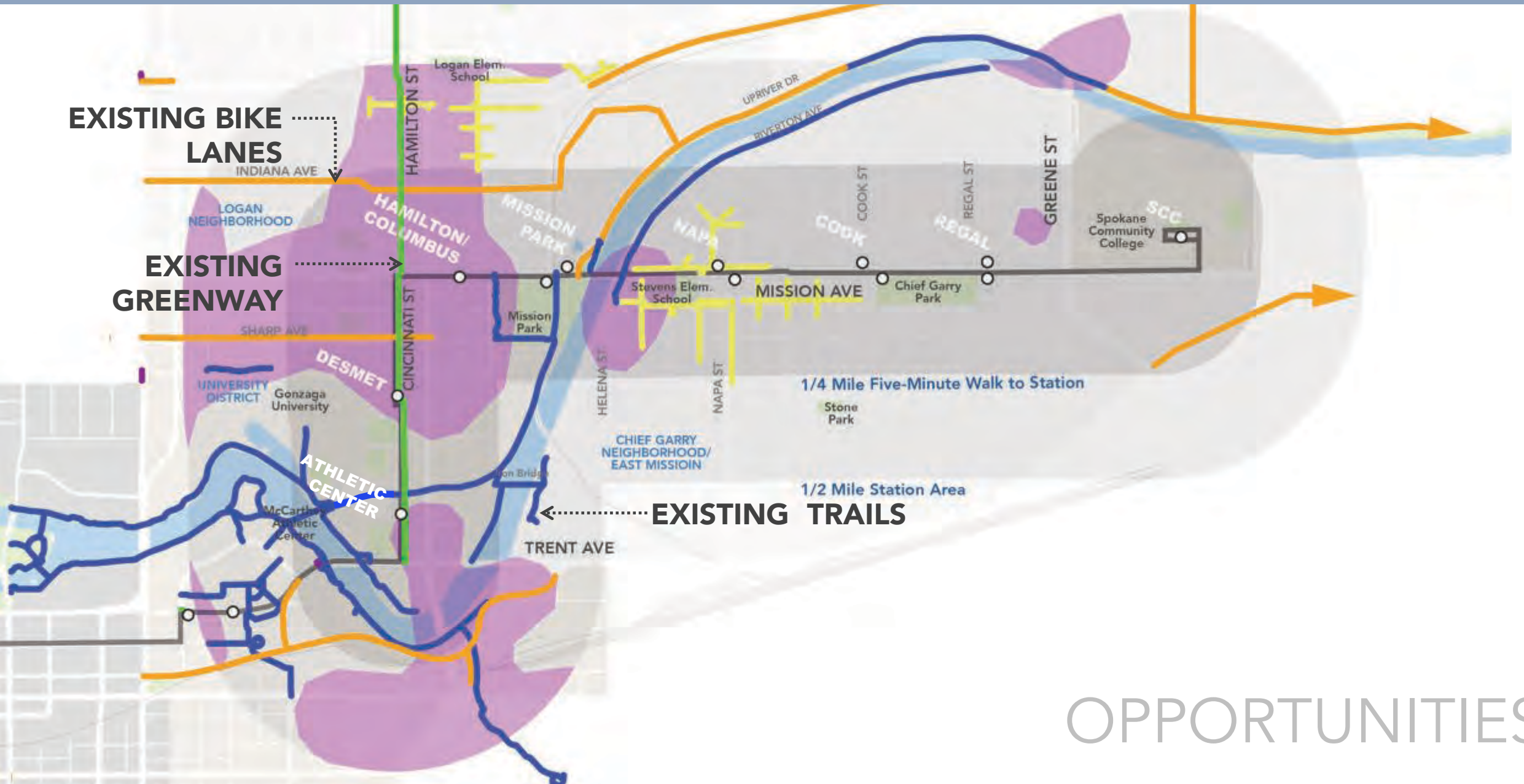
CHALLENGES

DESTINATION & STATION ACCESS



OPPORTUNITIES

DESTINATION & STATION ACCESS

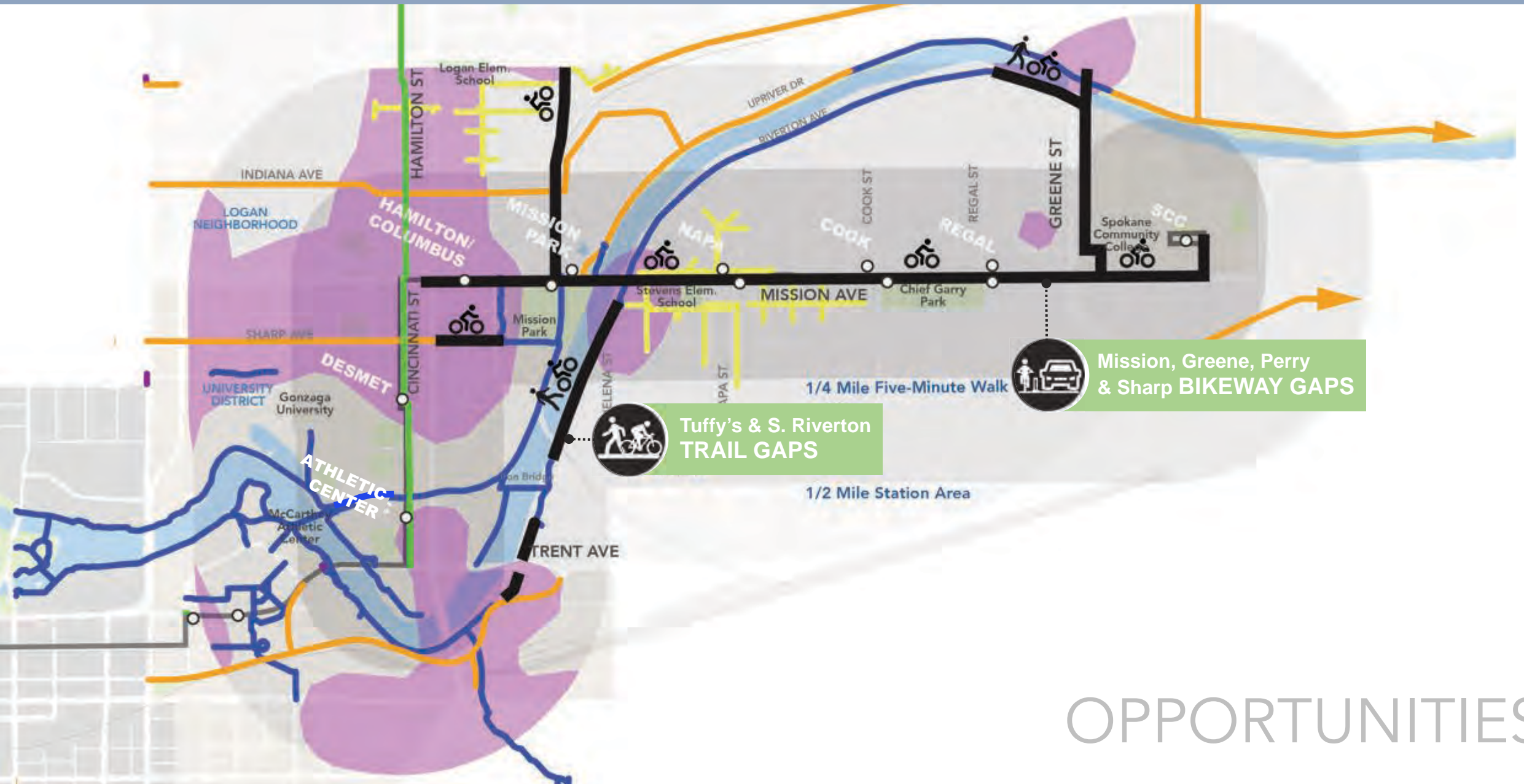


OPPORTUNITIES

DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS



OPPORTUNITIES

STATION LOCATION & ENVIRONMENT



**CITY
RATINGS**

 [peopleforbikes.org](https://academy.peopleforbikes.org/video/improving-your-city-ratings-score)
<https://academy.peopleforbikes.org/video/improving-your-city-ratings-score>

AMERICA'S BEST PLACES FOR BIKES

TOP 4 STRATEGIES TO IMPROVE YOUR CITY'S SCORE

1

Lower the Speeds of All Vehicles

2

Improve Safety + Visibility
at Intersections

3

Separate Bikes From Cars Using
Protected Bike Lanes

4

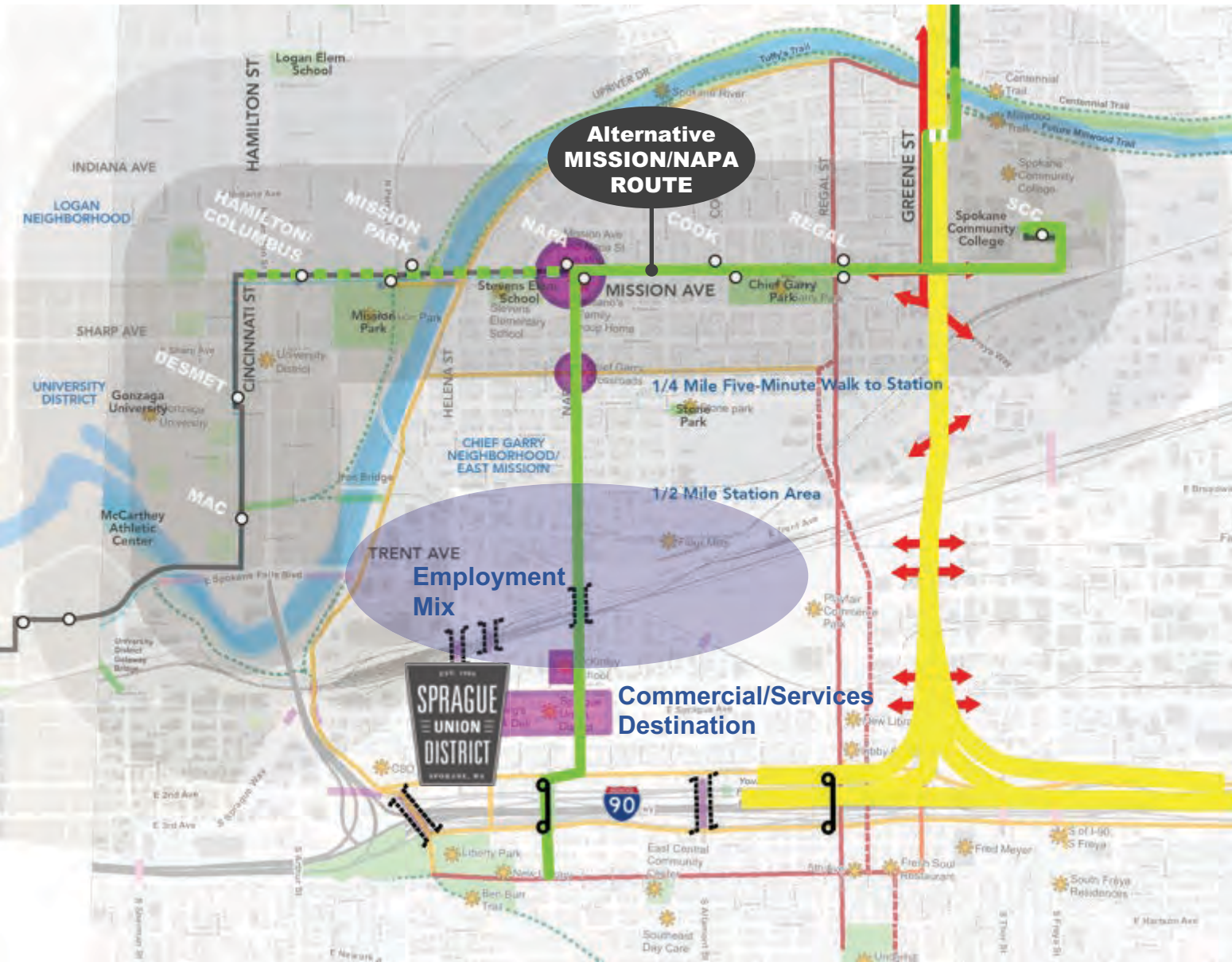
Expand Public Transit and
Improve Access for Bikes

DESTINATION & STATION ACCESS

ALTERNATIVE NSC Children of the Sun Trail— MISSION AVENUE/ NAPA STREET Route

- ◉ Links all **City Line** stations
- ◉ Addresses **Mission Avenue** ped/bike safety concerns
- ◉ Connects **neighborhood & employment** destinations
- ◉ **High community benefit**

OPPORTUNITIES



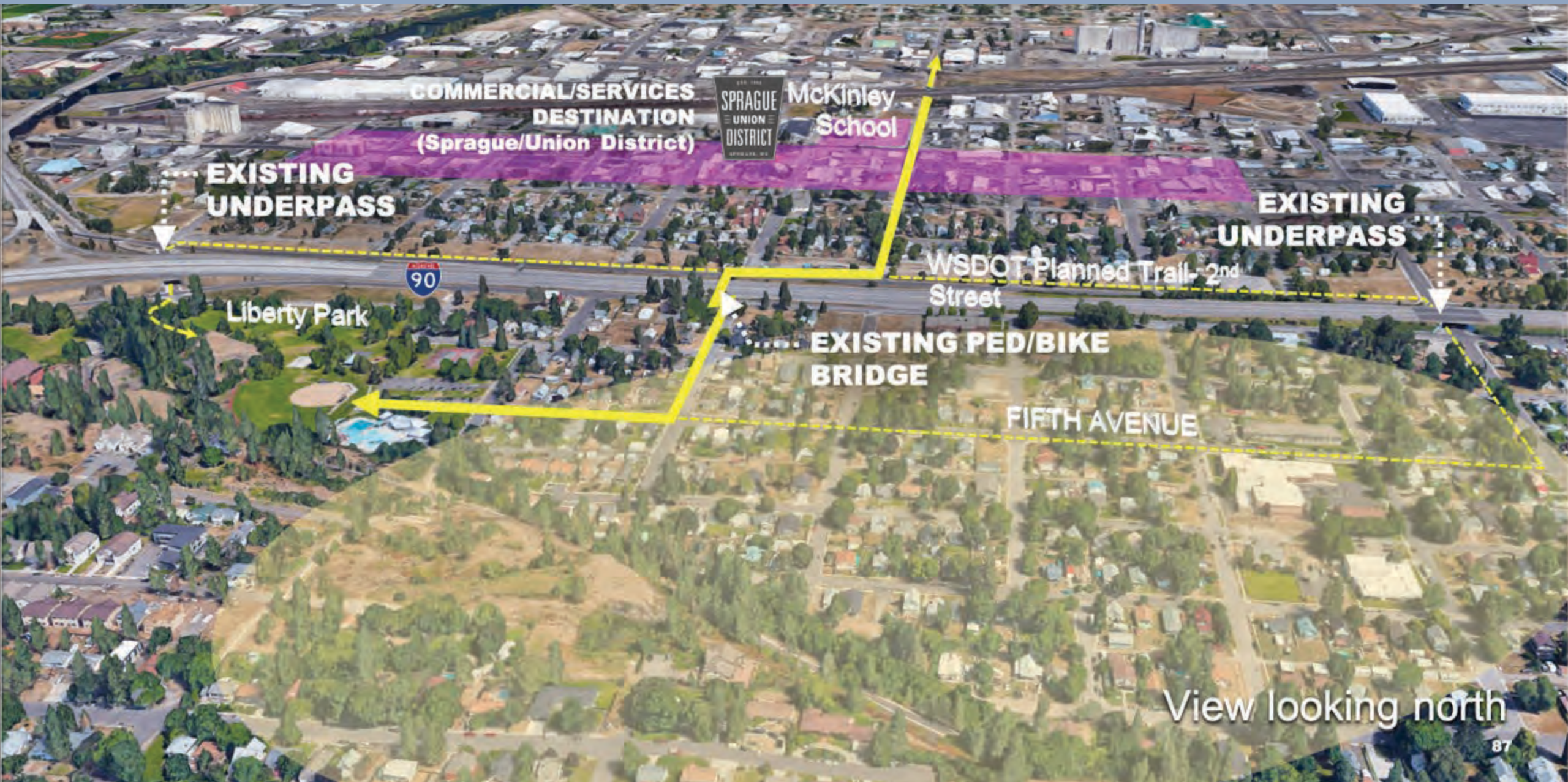
DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS



DESTINATION & STATION ACCESS

EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/ COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Destinations:	●	●	●	●	●	●	●	●
Barriers:	●	●	●	●	●	●	●	●
Walk facilities:	●	●	●	●	●	●	●	●
Bicycle facilities:	●	●	●	●	●	●	●	●

ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Mission, Greene & Hamilton traffic speed and crossings
- ✓ Lack of Mission Avenue & Napa Avenue bicycle facilities; extend facilities on Sharp Avenue & Perry Street
- ✓ Gaps in riverfront trail
- ✓ Pedestrian priority areas and safe routes to school

TRANSIT SUPPORTIVE LAND USE

A mix of station and neighborhood street-oriented uses



EVALUATION CRITERIA

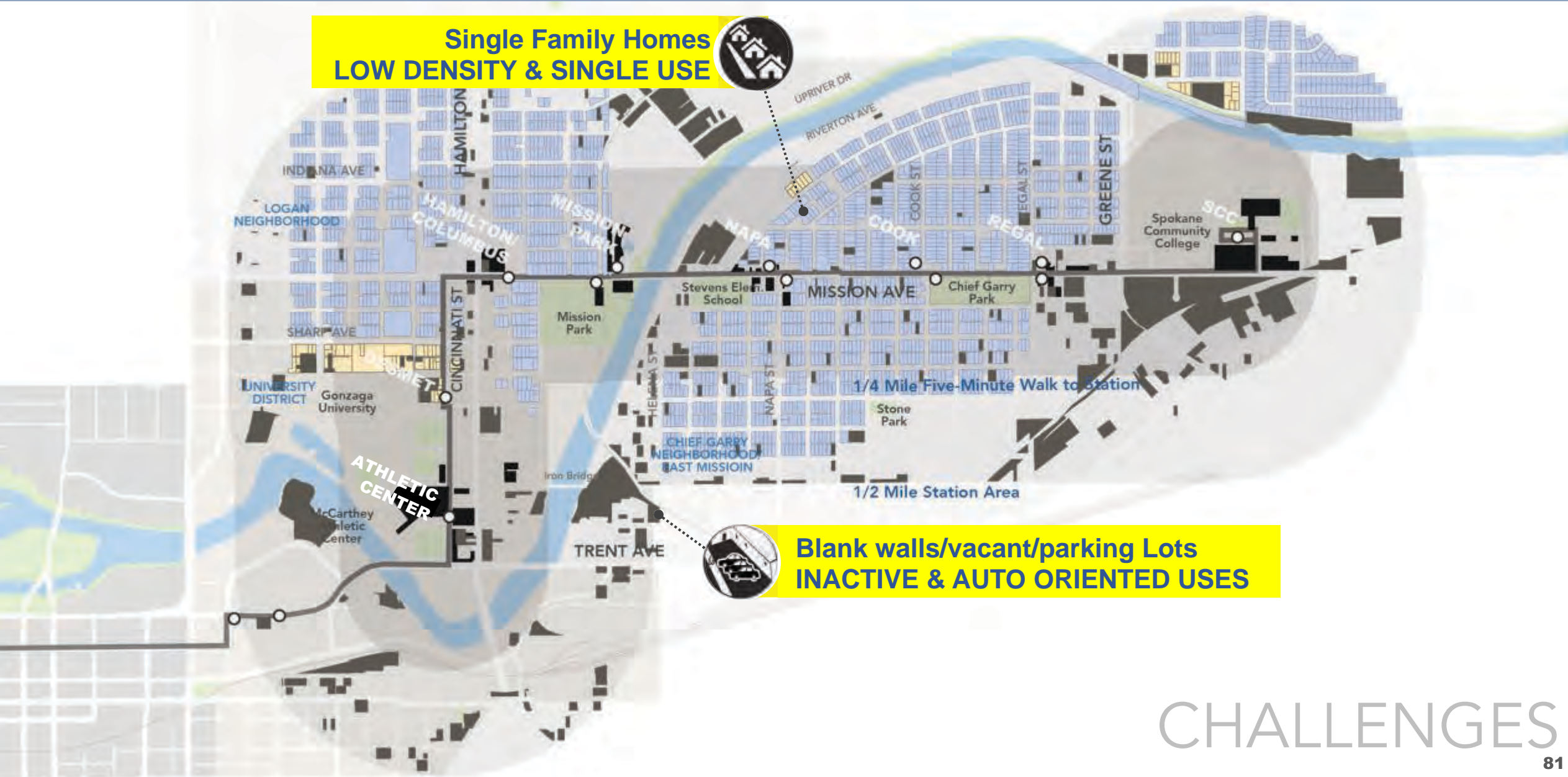
Transit supportive development: presence of multi-family housing, employment & institutional centers, retail and commercial uses, community facilities and parks/open space.

Development "gaps": lack of diverse housing types, density and affordability, daily-needs goods and commercial services, and parks/open spaces.

Displacement "risk": vulnerability factors include economic status, household composition and disability, minority status & language; housing type and transportation

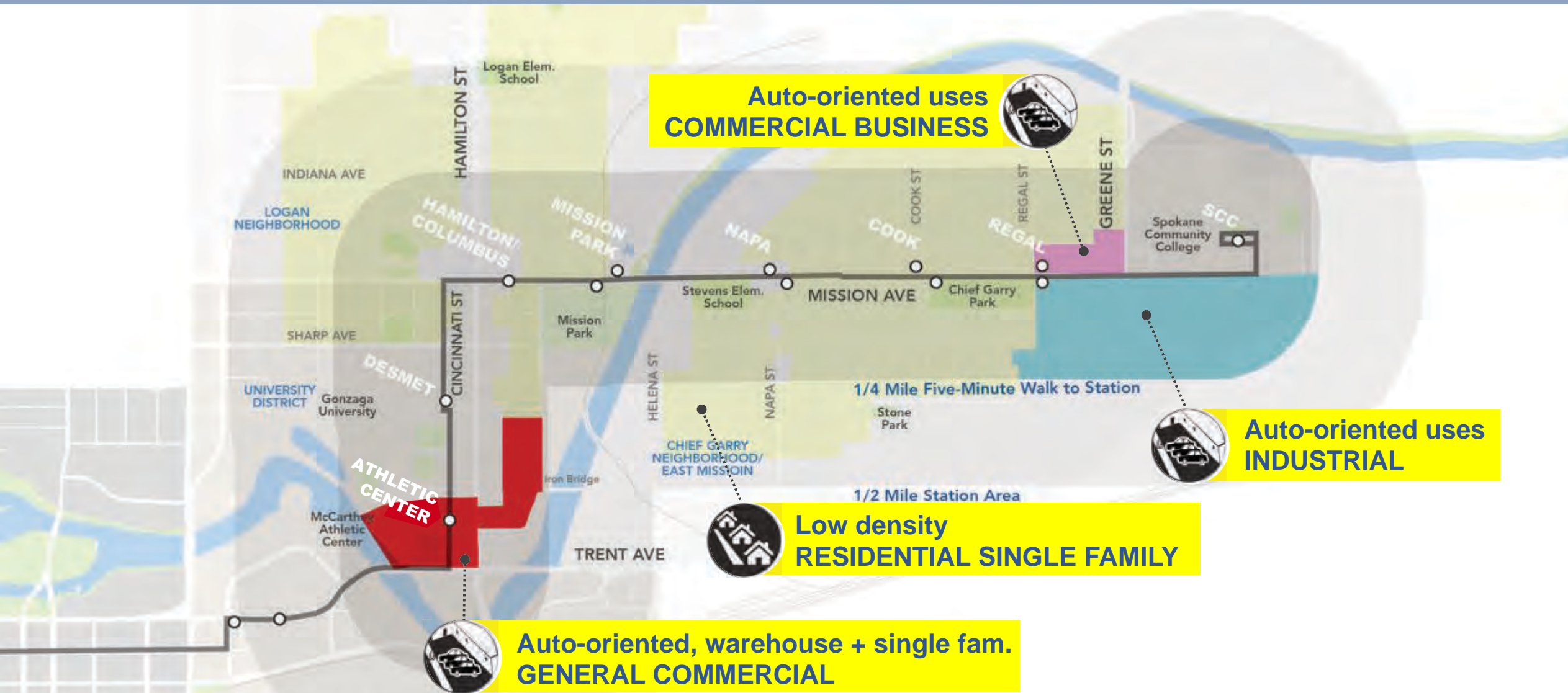
Transit-Oriented Development potential: vacant, underutilized and/or potential redevelopment sites in the station area

TRANSIT SUPPORTIVE LAND USE



CHALLENGES

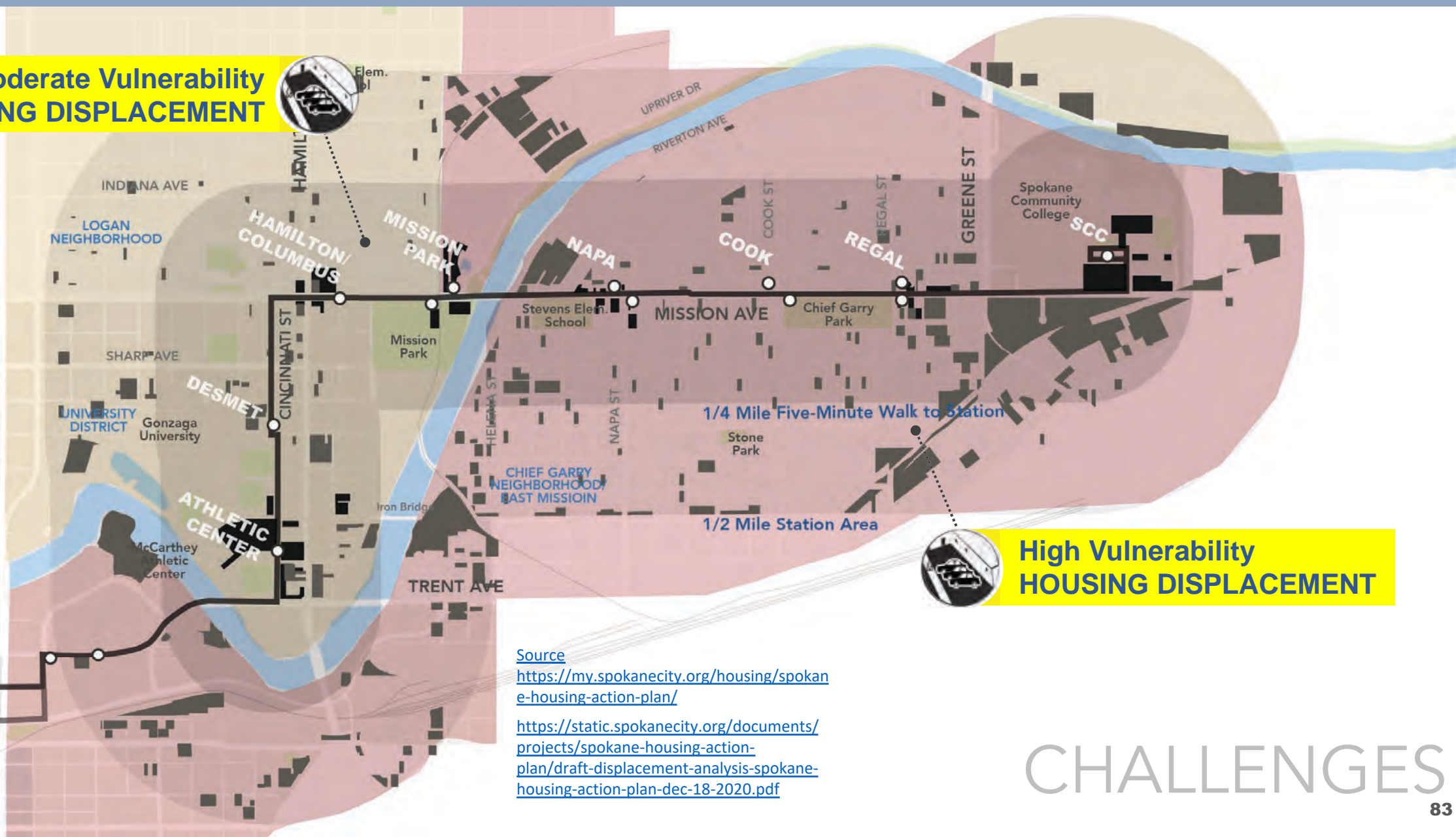
TRANSIT SUPPORTIVE LAND USE



CHALLENGES

TRANSIT SUPPORTIVE LAND USE

High-Moderate Vulnerability
HOUSING DISPLACEMENT



High Vulnerability
HOUSING DISPLACEMENT

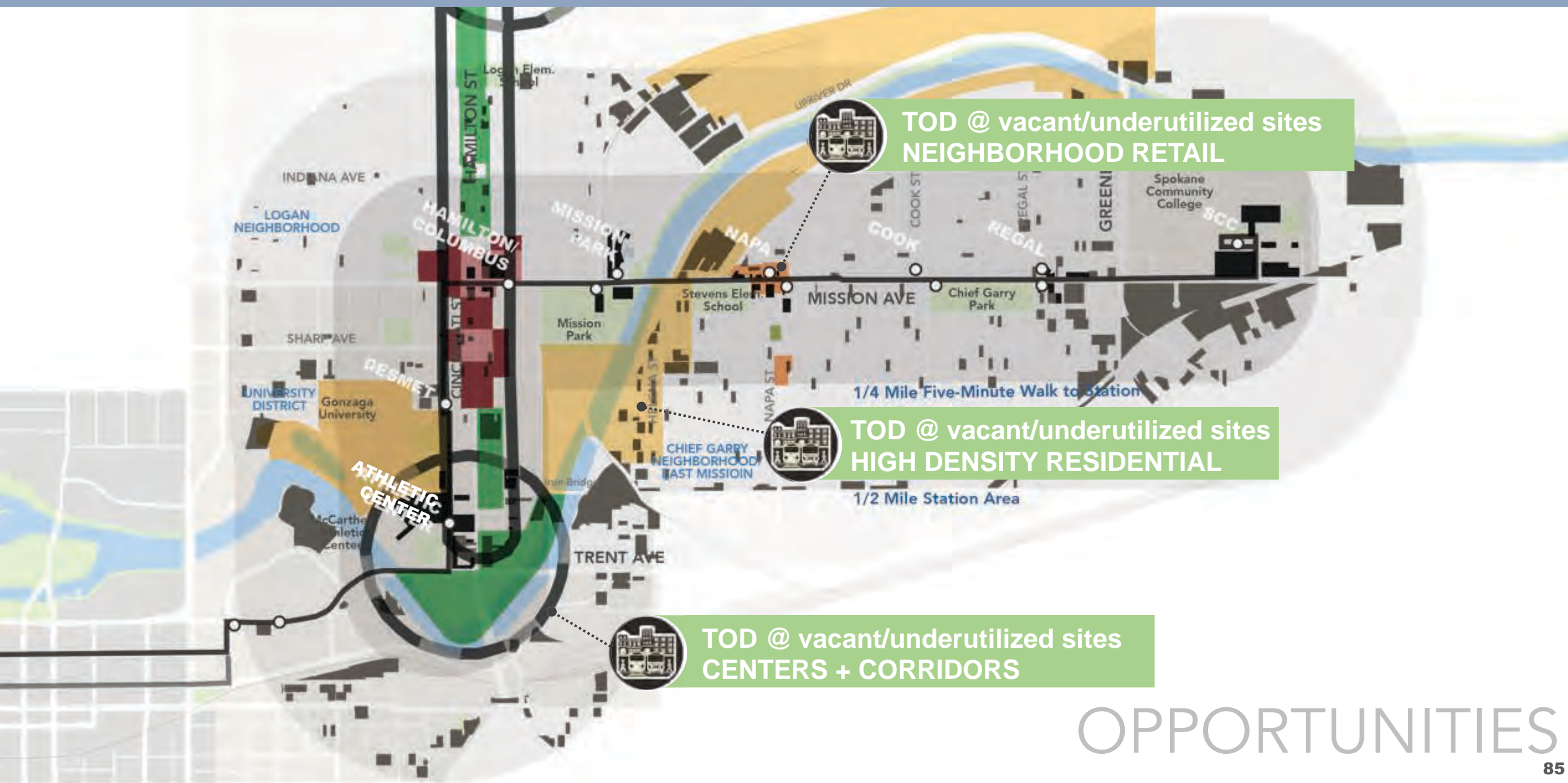
Source

<https://my.spokanecity.org/housing/spokane-housing-action-plan/>

<https://static.spokanecity.org/documents/projects/spokane-housing-action-plan/draft-displacement-analysis-spokane-housing-action-plan-dec-18-2020.pdf>

CHALLENGES

TRANSIT SUPPORTIVE LAND USE



OPPORTUNITIES

TRANSIT SUPPORTIVE LAND USE

EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/ COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Transit supportive development:	●	●	●	●	●	●	●	●
Development "gaps":	●	●	●	●	●	●	●	●
Displacement risk	●	●	●	●	●	●	●	●
TOD Potential:	●	●	●	●	●	●	●	●

ISSUES & OPPORTUNITIES TO ADDRESS:



Transit supportive uses at vacant/underutilized/redevelopment areas



"Missing middle" housing opportunities



Gaps in housing, commercial, and public facilities



Housing Action Plan Anti-displacement Strategies

TRANSIT SUPPORTIVE POLICIES

Informs TOD policies,
land uses, densities &
standards



ASSESSMENT CRITERIA

Comprehensive Plan: lack/presence of transit supportive land use and circulation policies.

Neighborhood Plan: lack/presence of adopted plans promoting transit supportive land use and circulation.

Pedestrian Plan: lack/presence of existing & planned facilities to promote access to destinations and stations.

Bicycle Plan: lack/presence of existing & planned facilities to promote access to destinations and stations.

North Spokane Corridor & Children of the Sun: viaduct design and future trail planning to impact/address access to destinations and stations.

Zoning & Standards: lack/presence of transit-supportive densities, and pedestrian emphasis building and site design standards.

Complete Streets: lack/presence of street standards for promoting complete streets.

High-Performance Transit Corridors: Spokane Transit Authority's Plan for future high-performance transit corridors

Incentives and Programs: lack/presence of transit-oriented development incentives and programs

TRANSIT SUPPORTIVE POLICIES

EVALUATION



	ATHLETIC CENTER	DESMET	HAMILTON/COLUMBUS	MISSION PARK	NAPA	COOK	REGAL	SCC
Comp. Plan:	●	●	●	●	●	●	●	●
Nbhd. Plan:	●	●	●	●	●	●	●	●
Ped Plan:	●	●	●	●	●	●	●	●
Bike Plan:	●	●	●	●	●	●	●	●
NSC/Trail:	---	---	---	---	---	---	●	●
Zoning:	●	●	●	●	●	●	●	●
Complete Streets:	●	●	●	●	●	●	●	●
Incentives/Programs:	●	●	●	●	●	●	●	●

ISSUES & OPPORTUNITIES TO ADDRESS:

- ✓ Non-transit supportive Zoning and Comp Plan designations
- ✓ Support adopted neighborhood plans
- ✓ Pedestrian priority areas + fill gaps in ped/bike facilities
- ✓ Enhance/expand transit-supportive incentives + programs
- ✓ Regulating a safe and comfortable station environment
- ✓ Housing Action Plan recommendations for affordability /anti-displacement

STATION AREA PLANNING



GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.

STATION AREA PLANNING



GUIDING PRINCIPLES:

- Establish a multi-modal **transportation corridor** by linking stations with a continuous biking and walking facility.
- Increase **potential ridership** by providing direct access between transit and destinations through strategic biking and walking improvements

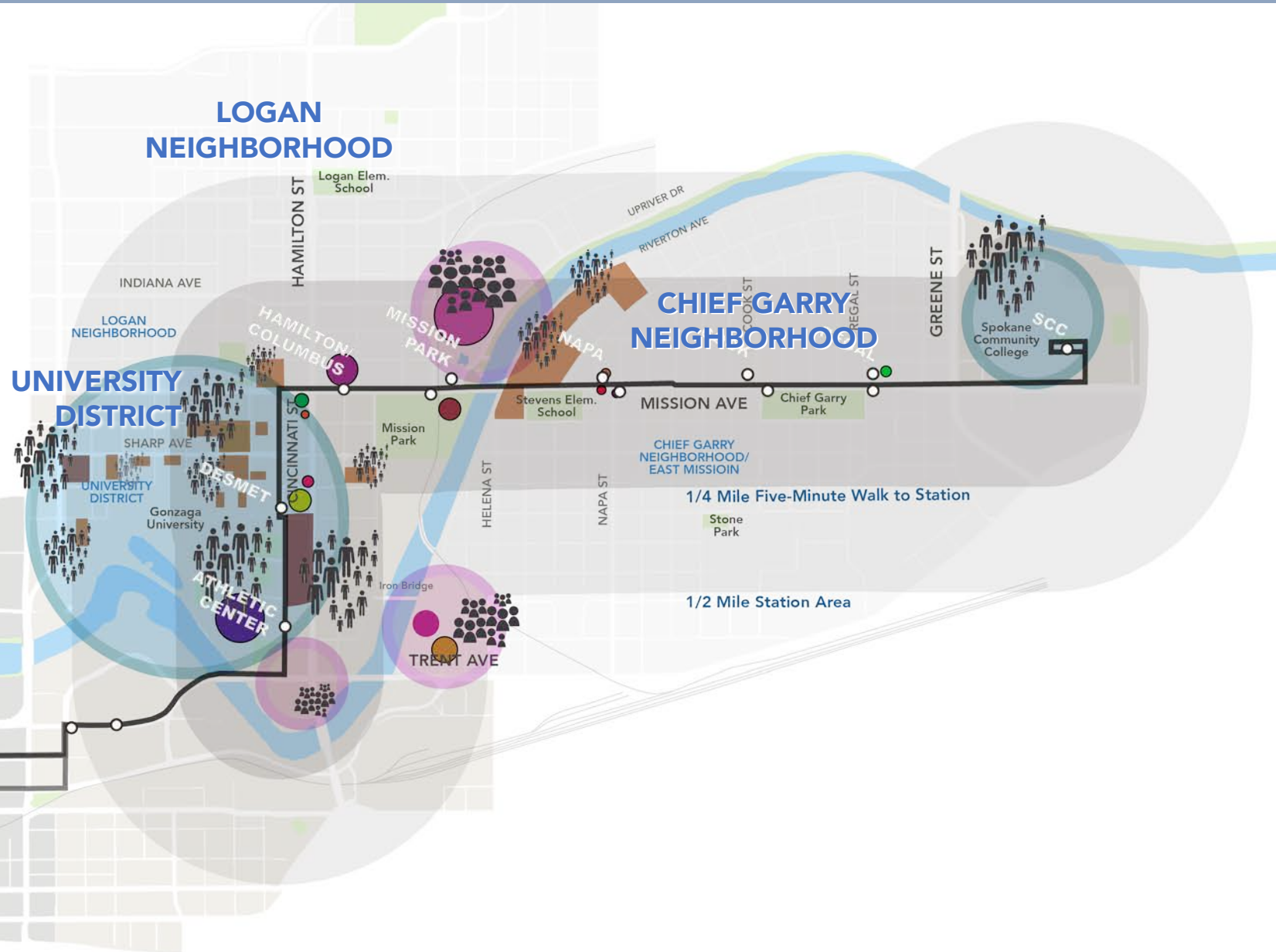
STATION AREA PLANNING



GUIDING PRINCIPLES:

- Establish a multi-modal transportation corridor by linking stations with a continuous biking and walking facility.
- Increase potential ridership by providing direct access between transit and destinations through strategic biking and walking improvements
- Enable station areas to achieve their development potential by supporting transit-oriented infill or redevelopment opportunities for people to live and businesses to thrive near transit.

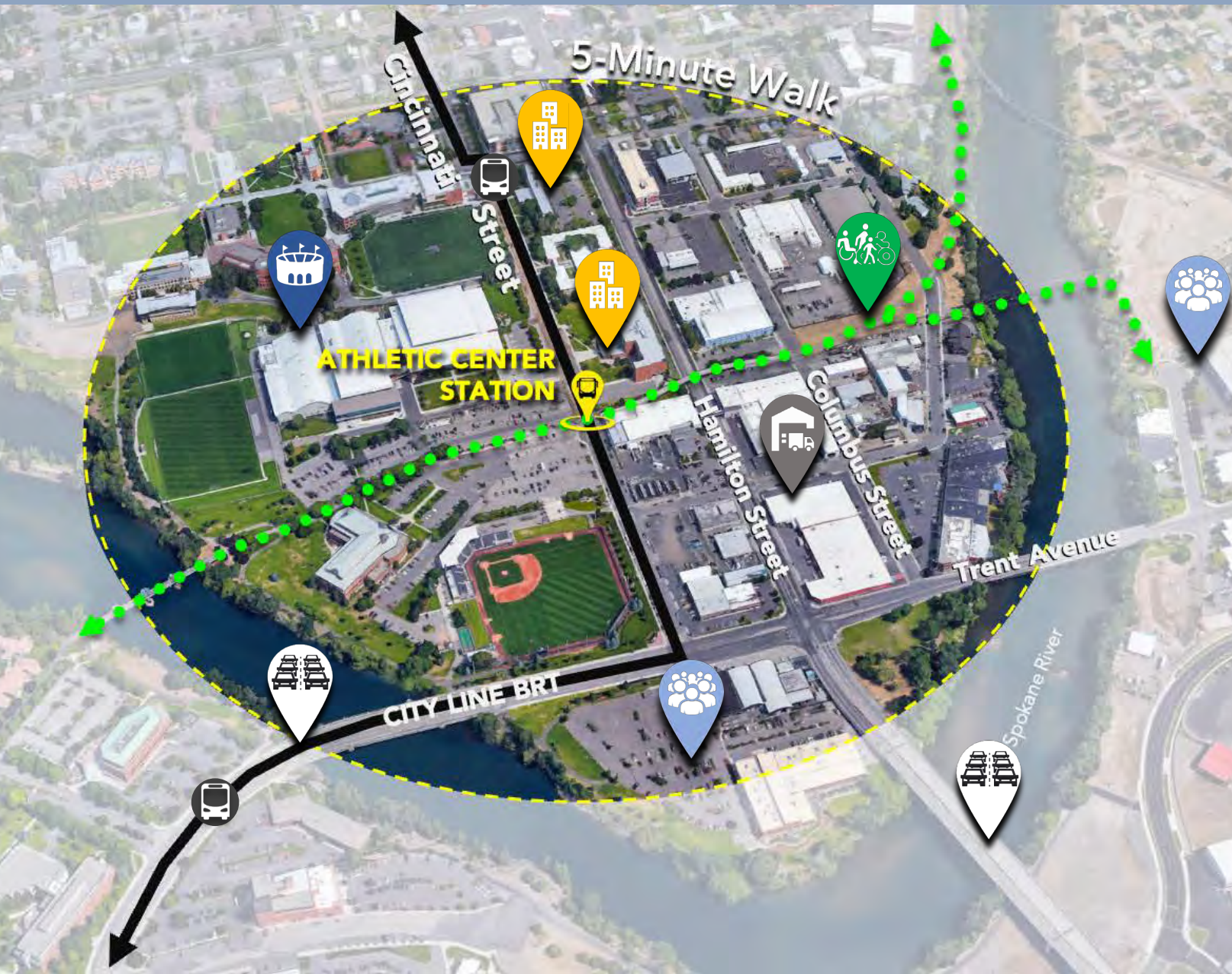
STATION AREA PLANNING



DEFINE THE DISTRICTS:

- Characteristics & features
- Major destinations
- Opportunities for TOD

UNIVERSITY DISTRICT



Characteristics & Features

- A mix of GU **housing** and **athletic facilities**, aging **manufacturing/warehouse** & emerging **employment uses**.
- Direct access to **downtown**, **I-90** and the **Centennial regional recreation trail**.

Major Destinations

- McCarthy Athletic Center, athletic fields and residence halls
- Trent Avenue employment

TOD Opportunities

- **Aging** manufacturing and warehouse sites, **vacant/underutilized** sites, and large **parking lots**

LOGAN NEIGHBORHOOD



Characteristics & Features

- A mix of GU **housing and classroom facilities**, apartments, Hamilton **commercial strip**, & large **employer (Avista)**.
- Direct access to **downtown, I-90** and the **Centennial regional recreation trail**.

Major Destinations

- GU residence halls and classrooms
- Safeway grocery and Mission Park

TOD Opportunities

- **Hamilton Street small lot vacant/underutilized sites** and parking lots

CHIEF GARRY NEIGHBORHOOD



Characteristics & Features

- Predominately **single-family housing**; pockets of **riverfront apartments**, auto-oriented **commercial**, & SCC.
- **Mission Avenue and Greene Street provide access** into/out of the neighborhood. Portions of a riverfront trail along northern edge.

Major Destinations

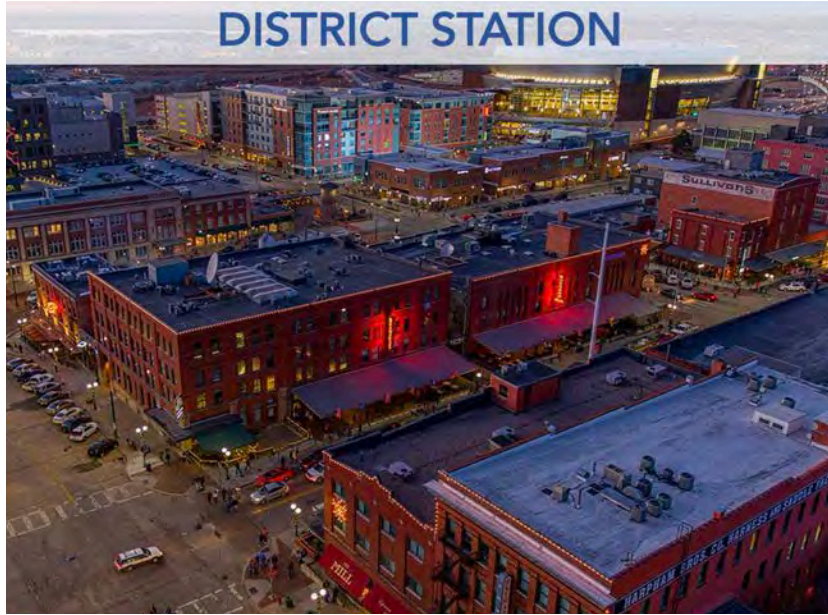
- **Spokane Community College**, Stevens School & Chief Garry Park

TOD Opportunities

- Mission Avenue oriented parking lots, **aging commercial/manufacturing**, vacant, and **underutilized sites**.

STATION TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



NEIGHBORHOOD STATION

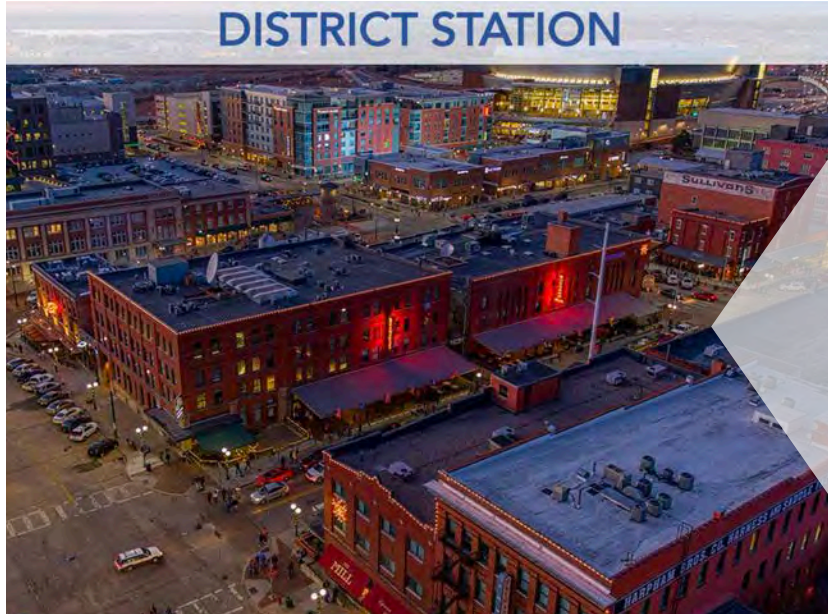


INSTITUTION/CAMPUS STATION



STATION TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



High density apartment, condominium, and townhomes, with street-oriented retail, commercial uses, and district-scaled employment served by an urban park amenity with safe, direct and convenient walk and bike access between stations and destinations.

NEIGHBORHOOD STATION



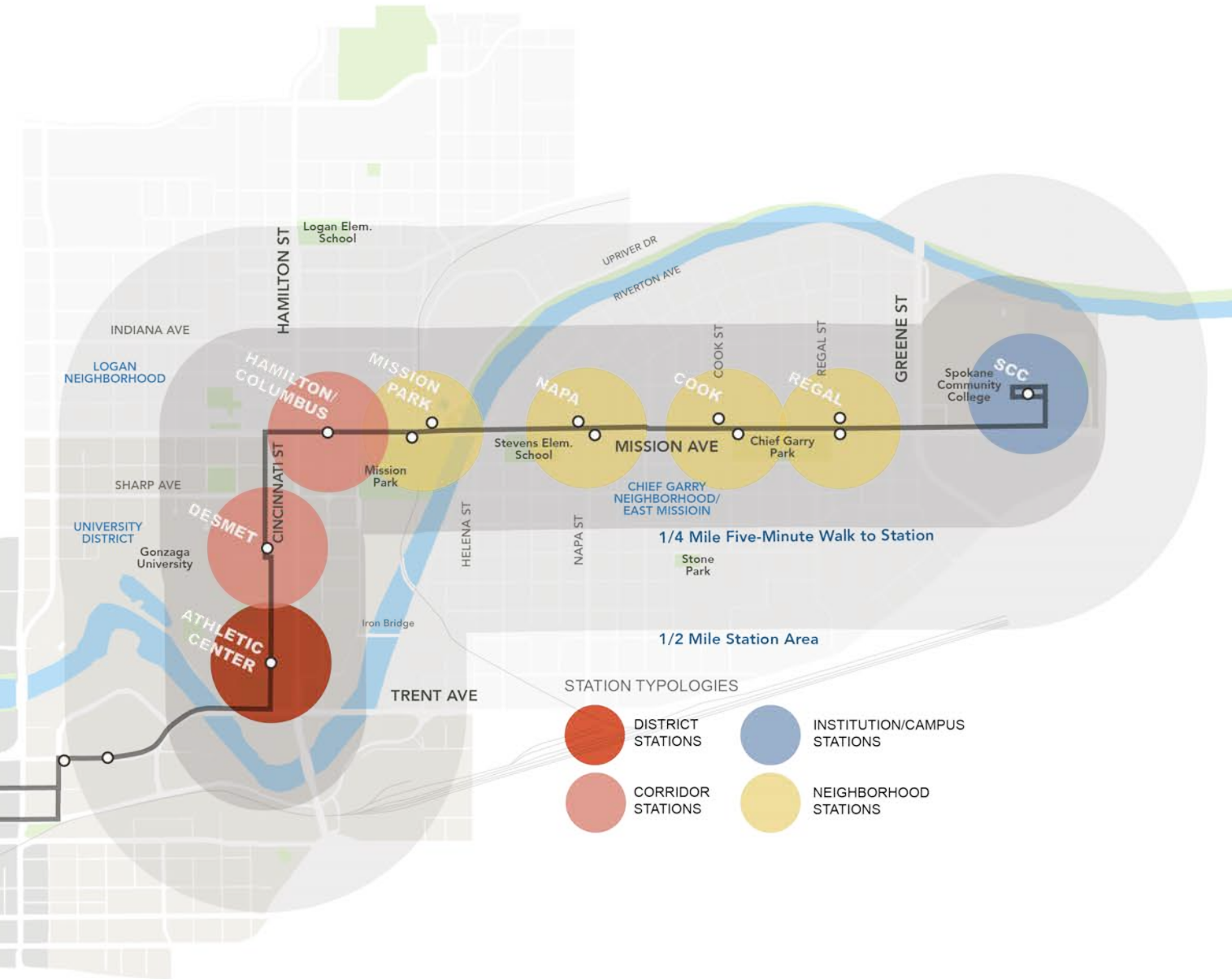
INSTITUTION/CAMPUS STATION



STATION AREA PLANNING

DEVELOP STATION TYPOLOGIES:

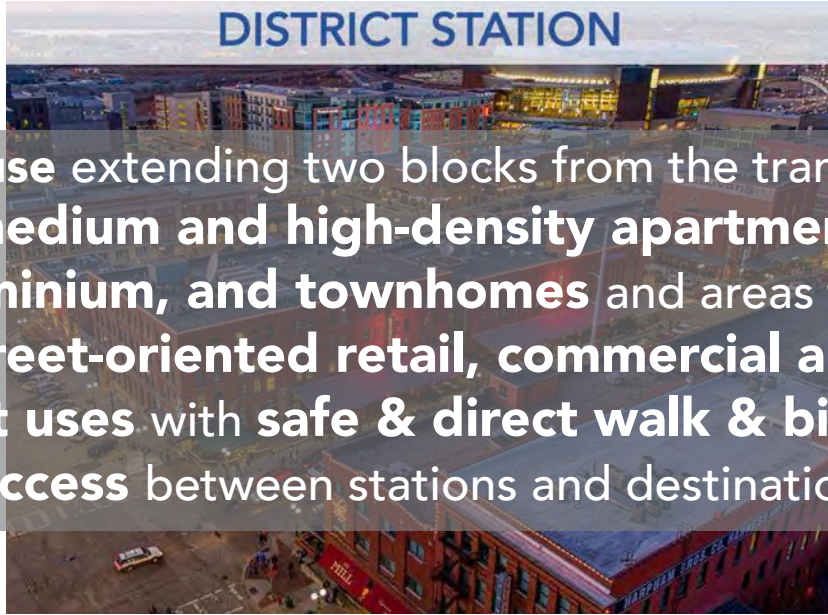
- Support **neighborhood/district character** & function
- Inform the **type and intensity of development** and station access
- Respond to **local policies and plans** for the station area



STATION TYPOLOGIES

DISTRICT STATION

Mixed land use extending two blocks from the transit route with **medium and high-density apartment, condominium, and townhomes** and areas for **street-oriented retail, commercial and employment uses** with **safe & direct walk & bike access** between stations and destinations



CORRIDOR STATION



NEIGHBORHOOD STATION

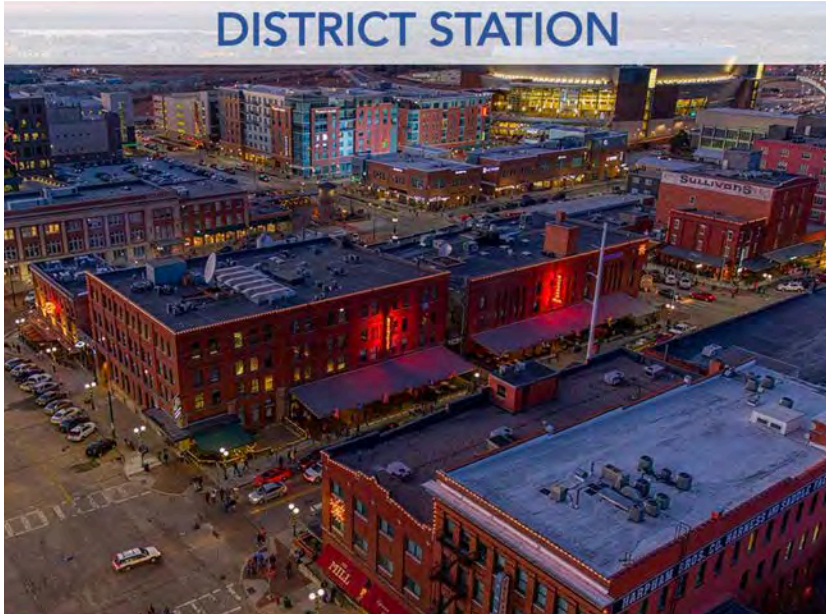


INSTITUTION/CAMPUS STATION



STATION TYPOLOGIES

DISTRICT STATION



CORRIDOR STATION



NEIGHBORHOOD STATION



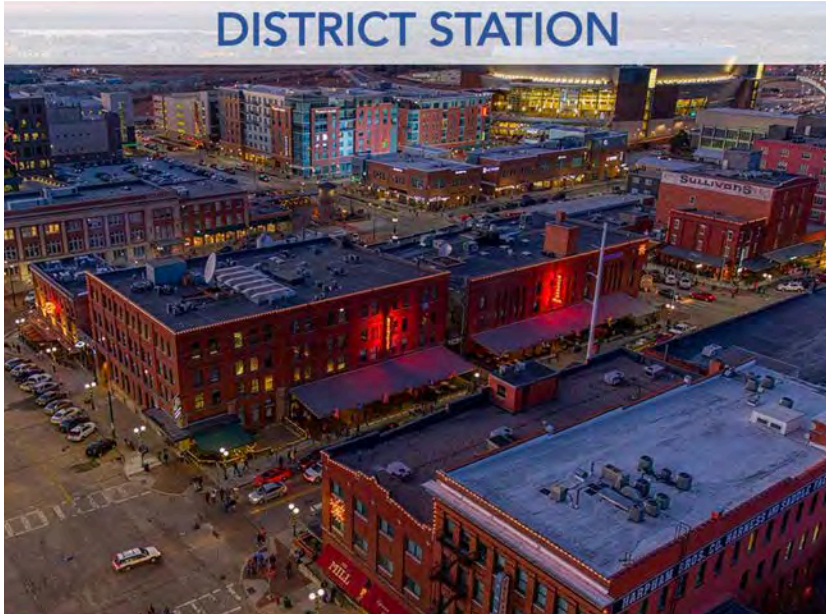
INSTITUTION/CAMPUS STATION

May be, predominately residential with **opportunities for infill housing**; or areas for **neighborhood-scale multifamily, street oriented commercial & service uses** served by parks, with **safe and direct walk and bike access** between stations and destinations



STATION TYPOLOGIES

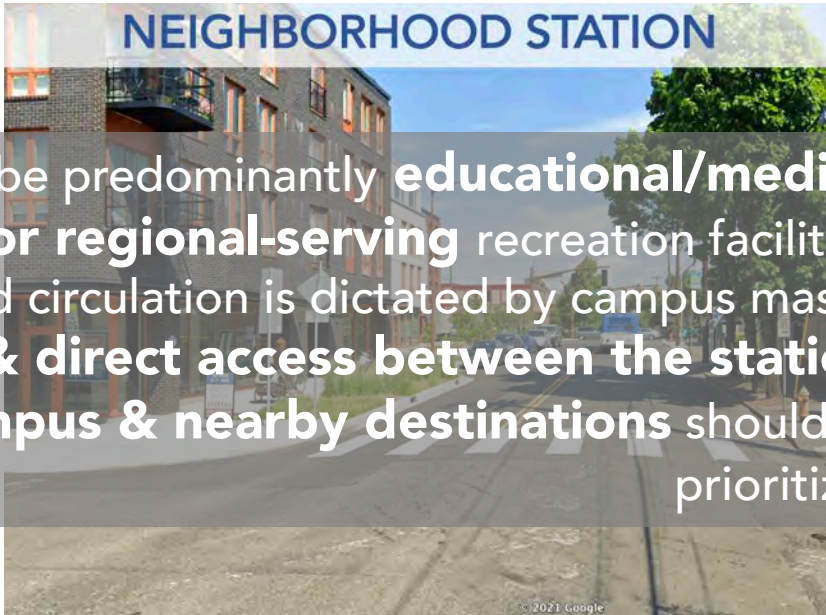
DISTRICT STATION



CORRIDOR STATION



NEIGHBORHOOD STATION



May be predominantly **educational/medical campuses or regional-serving** recreation facilities. Land use and circulation is dictated by campus master plans. **Safe & direct access between the station, campus & nearby destinations** should be prioritized

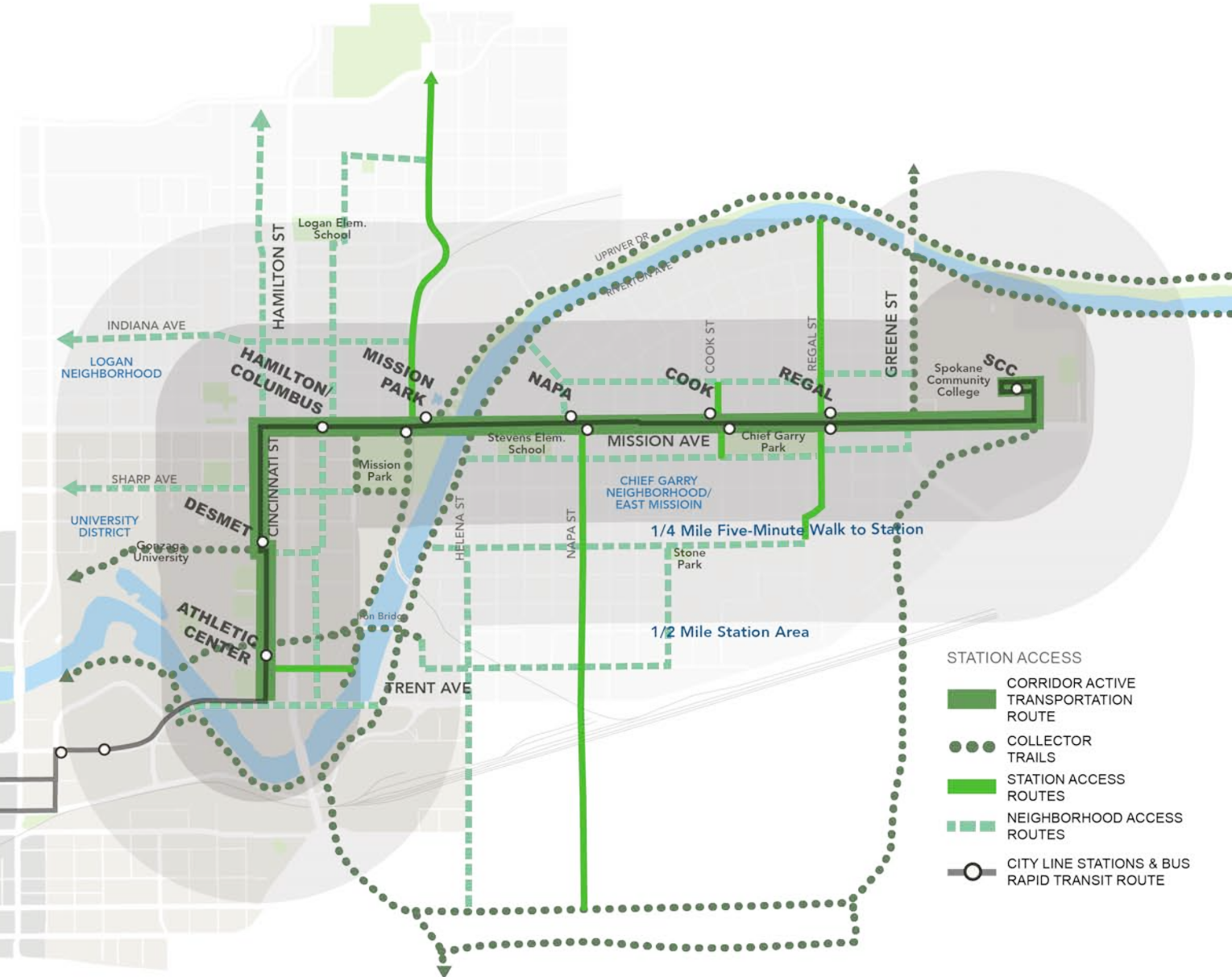
INSTITUTION/CAMPUS STATION



STATION AREA PLANNING

ESTABLISH STATION AREA ACCESS ROUTES:

- Address the need for **station to station & station to destinations** access improvements
- **Close gaps and propose new routes** to complete the ped/bike plan networks
- Inform **CHILDREN OF THE SUN** Trail Planning



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



A continuous **walking and biking facility** connecting station to station within the BRT corridor route

STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



Part of the citywide and regional trail system providing access into station areas from neighborhoods and destinations outside the mile-wide transit corridor

COLLECTOR TRAILS



STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS

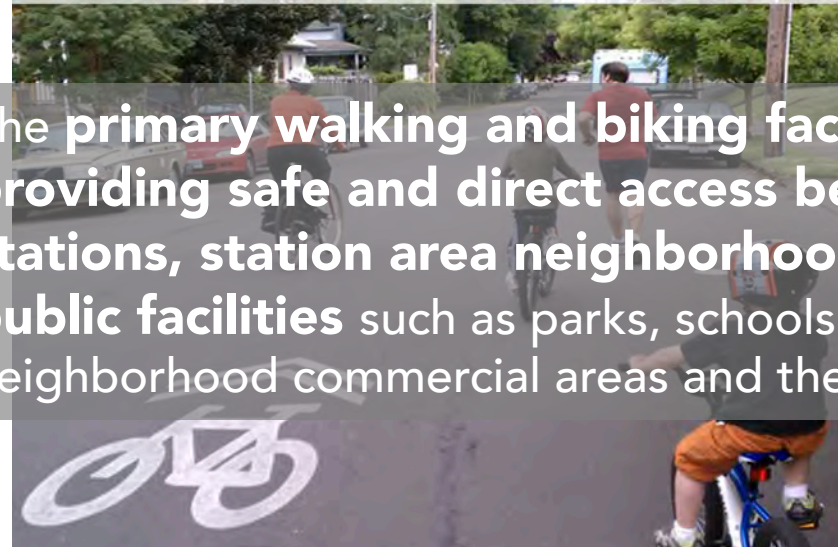


STATION ACCESS ROUTES



NEIGHBORHOOD ACCESS ROUTES

The **primary walking and biking facilities** providing safe and direct access between stations, station area neighborhoods, and **public facilities** such as parks, schools, neighborhood commercial areas and the riverfront.



STATION AREA ACCESS ROUTES

BRT CORRIDOR ROUTE



COLLECTOR TRAILS



STATION ACCESS ROUTES

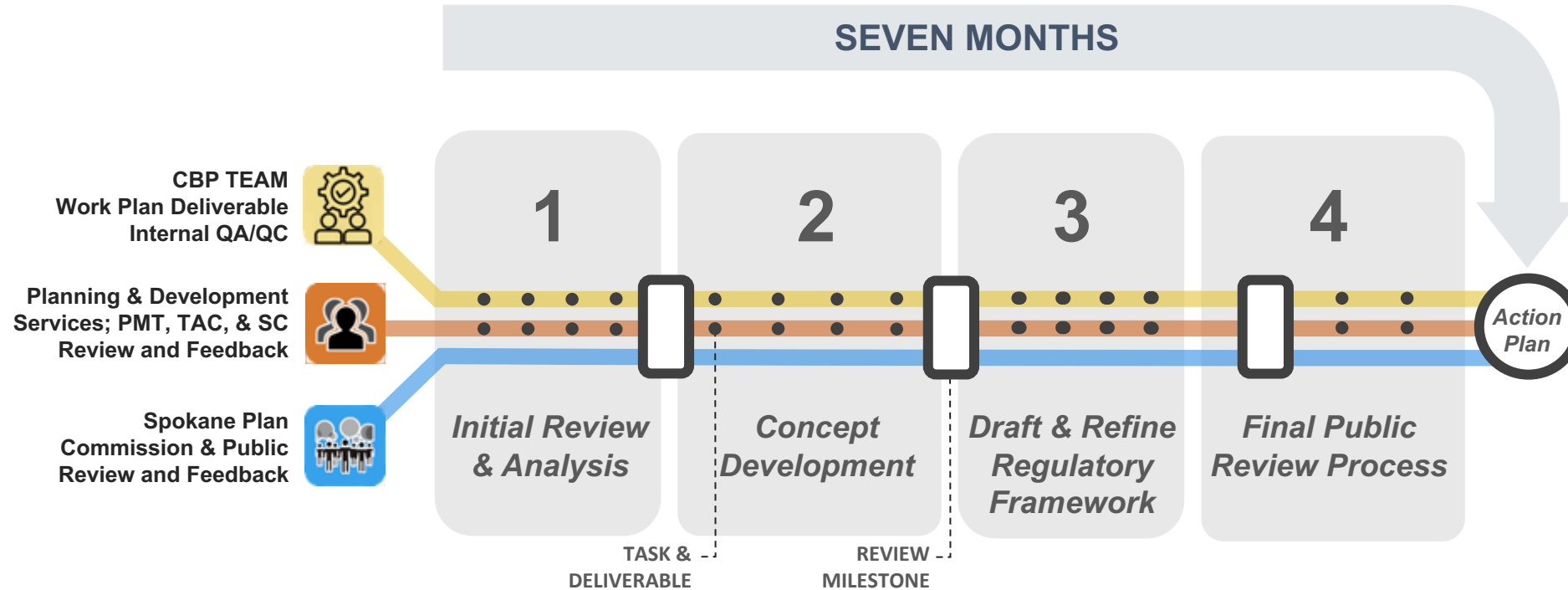


Low-stress walk and bike facilities within station area neighborhoods linking to schools, parks, and other station area access routes

NEIGHBORHOOD ACCESS ROUTES

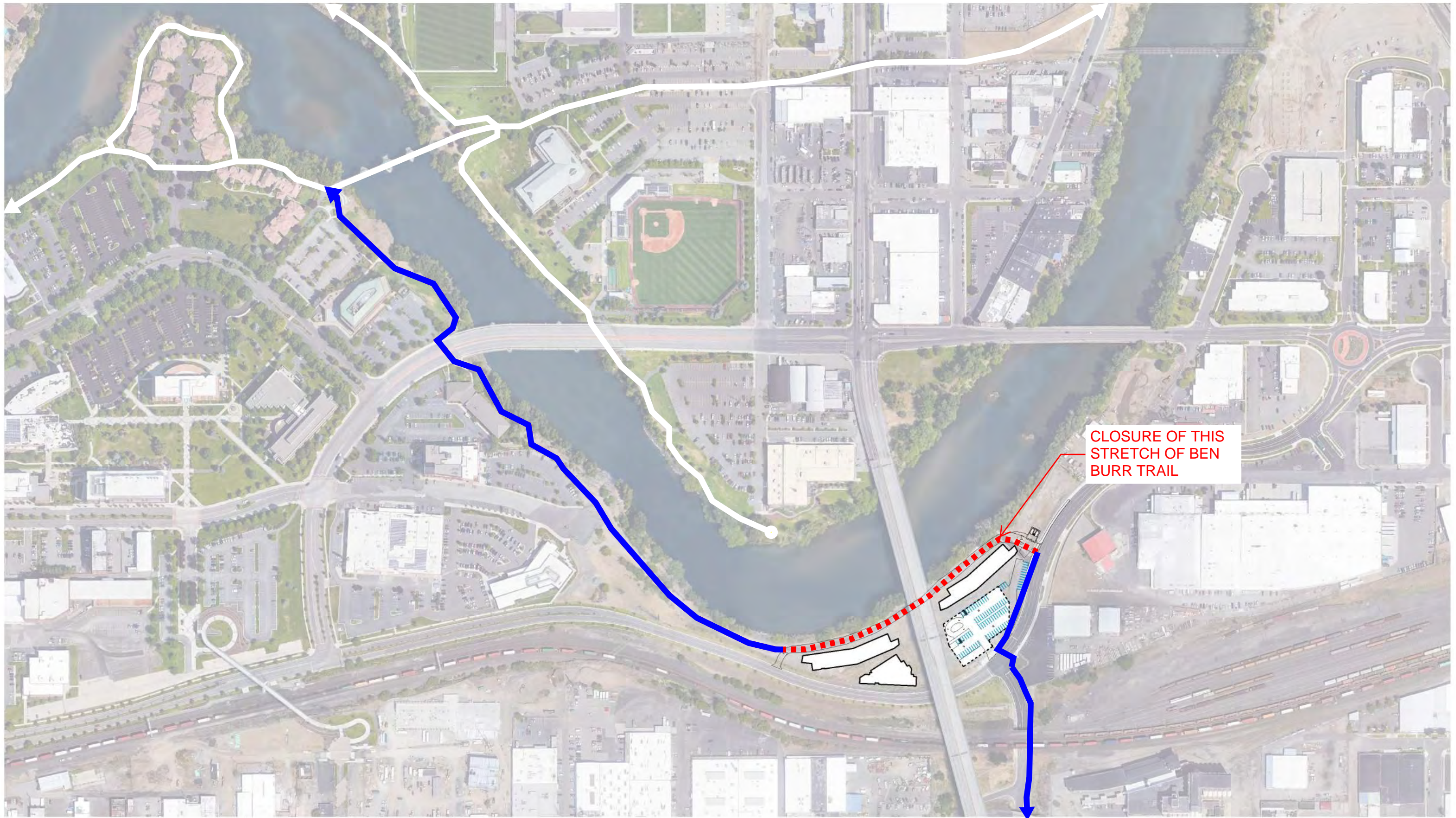


PHASE 2: CONCEPT DEVELOPMENT



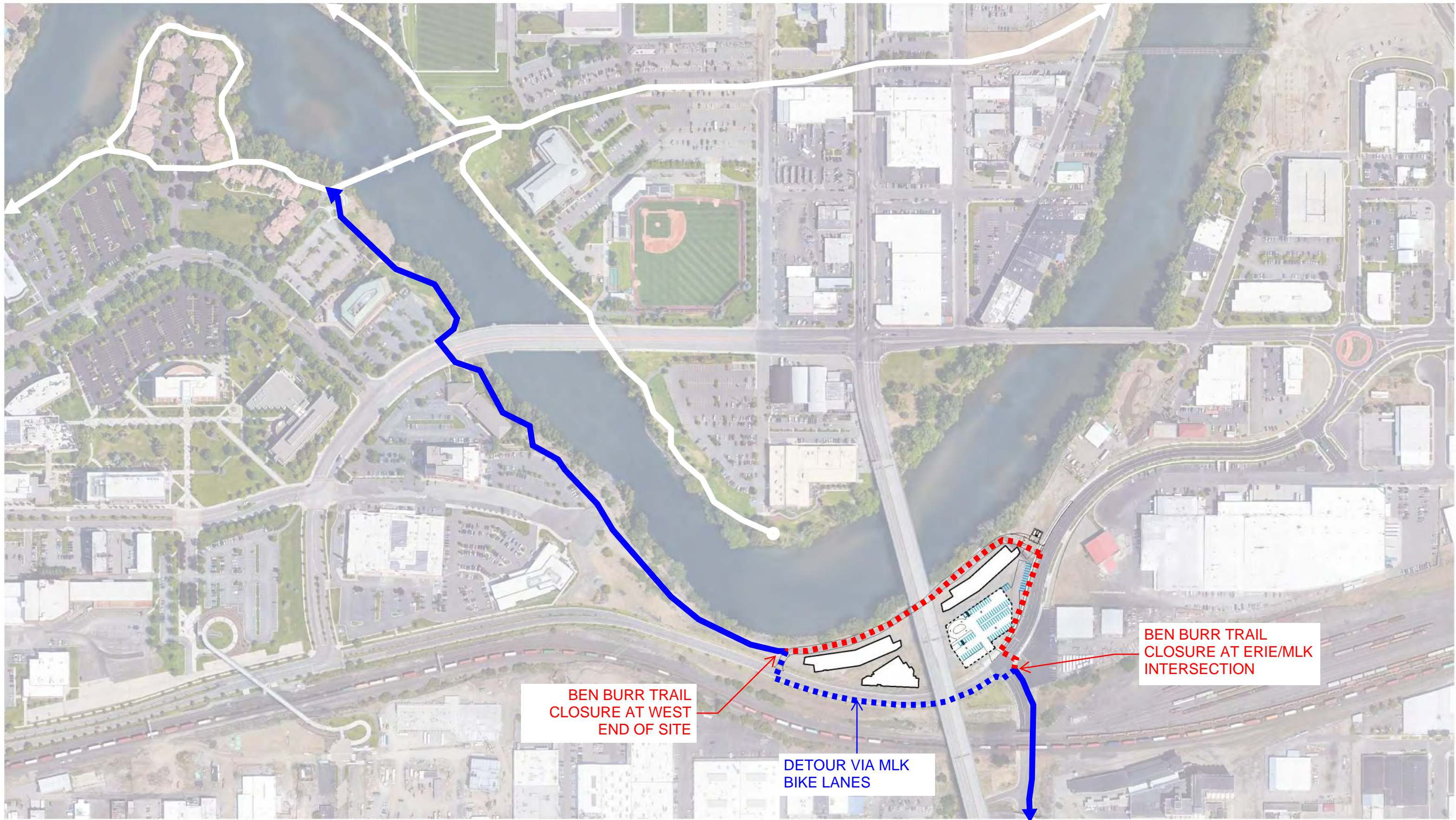
Develop & Review Frameworks & Potential Regulatory Concepts

"Prepare a draft station area planning framework and TOD regulatory approach"



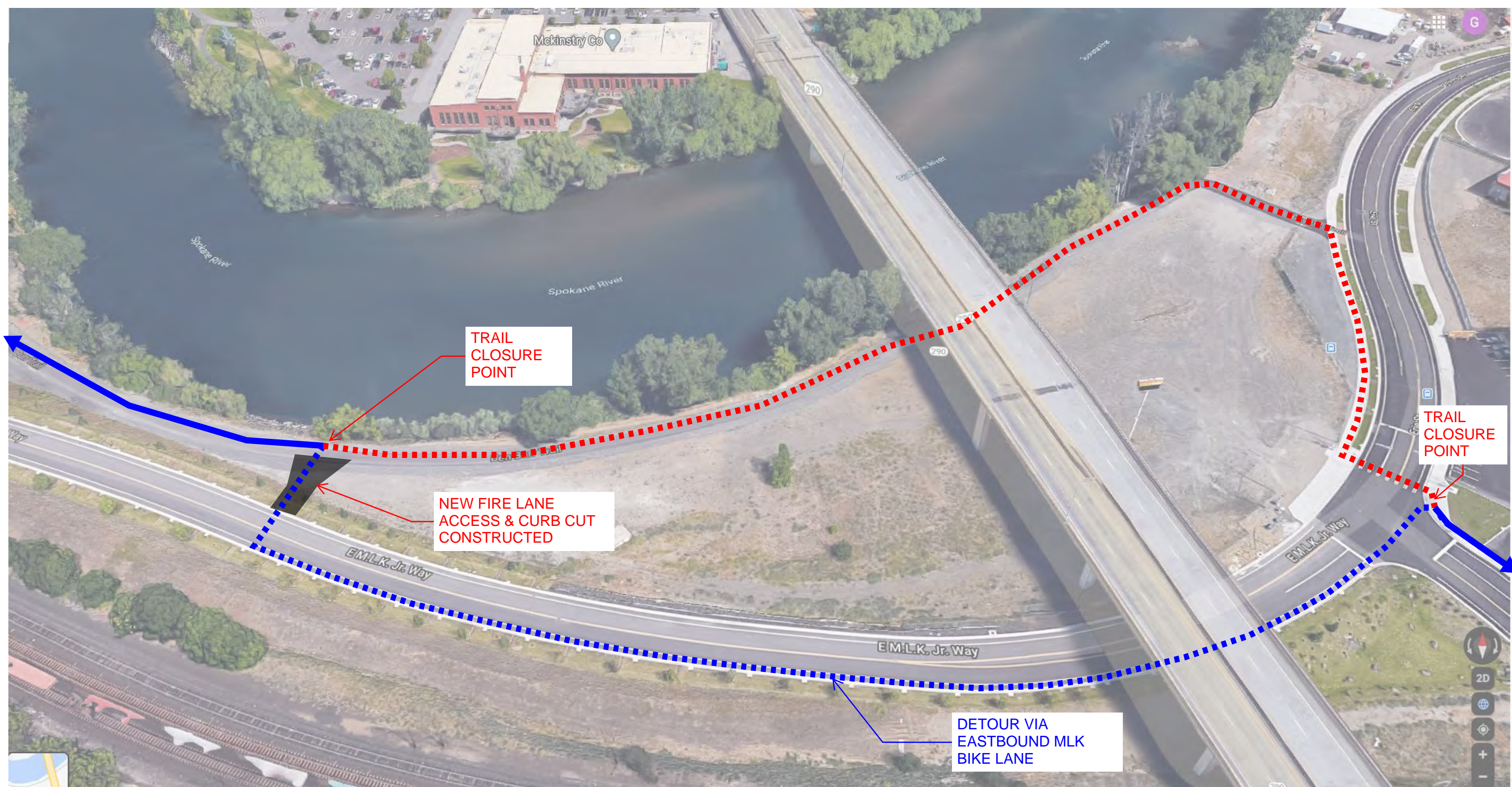
TRAIL CLOSURE

TEMPORARY BEN BURR TRAIL CLOSURE AS NEEDED FOR PROJECT CONSTRUCTION,
TEMPORARY FIRE ACCESS AND FINAL TRAIL CONSTRUCTION



TRAIL DETOUR

DETOUR VIA MLK BIKE LANES AS NEEDED FOR PROJECT CONSTRUCTION, TEMPORARY FIRE ACCESS AND FINAL TRAIL CONSTRUCTION



OPTION 2

TEMPORARY BEN BURR TRAIL CLOSURE AND DETOUR VIA MLK BIKE LANES AS NEEDED FOR PROJECT CONSTRUCTION, TEMPORARY FIRE ACCESS AND FINAL TRAIL CONSTRUCTION