



Bicycle Advisory Board

Tuesday July 19, 2022 – 6:00 PM to 7:30 PM

HYBRID – TELECONFERENCE AND IN-PERSON

IN-PERSON LOCATION:

**City Council Briefing Center, Spokane City Hall - Basement
808 W. Spokane Falls Blvd.
Spokane, WA 99201**



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Board Briefing Session:

- 6:00 – 6:20
- 1) [Approve May 2022 Minutes](#)
 - 2) Liaison Reports
 - 3) Chair Report
 - 4) Staff Report

Workshops:

- 6:20 – 7:30
- 1) [Construction Detours and Vegetation Management - Update](#)
 - Planning Services Staff
 - 2) [Project Ranking and Prioritization](#)
 - BAB Project Ranking Sub-Committee and Staff

Next BAB meeting is scheduled for Tuesday, August 16, 2022 at 6pm

Virtual Option: Microsoft Teams meeting

Join on your computer or mobile app

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Meeting ID: 265 293 175 373

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Bicycle Advisory Board - Final Minutes

May 17, 2022

City Council Briefing Center

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

Attendance:

- *Board Members Present:* Grant Shipley (Chair), Pablo Monsivais, Taylor Stevens, Lauren Pangborn, Christina Ramirez,
- *Board Members Not Present:* Aren Murcar, Satish Shrestha, Charlie Greenwood, Rhonda Young,
- *Quorum Present:* yes
- *Staff Members Present:* Colin Quinn-Hurst, Kevin Picanco

Public Comment: None

Briefing Session:

Minutes from the November 16, 2021 meeting approved unanimously.

1. Liaison Report -

- none

2. Chair Report - Grant Shipley

- Grant Shipley encouraged everyone to get outside and bicycle.
- He also reported that construction will soon begin on the Don Kardong Bridge.
- The new Upriver Park next to Avista is now open.

3. Staff Report - Colin Quinn-Hurst

- An August bike tour will likely be allowed and so planning for that event will begin soon.
- Post Street construction has begun from Buckeye to Garland and striped bike lanes are being installed.
- The Don Kardong Bridge will be closed the week of May 23rd for construction, bike detours are being installed as well.
- The City will be hosting a bike tour on Friday at 8:15 am that will begin at The Hive Library in the South University District and go into Downtown and stop for refreshments at an energizer station at City Hall to celebrate national bike to work day.

Workshops:

1. Six Year Comprehensive Street Program 2023-2028

- Presentation provided by Kevin Picanco, Senior Engineer, Integrated Capital Management
- Questions asked and answered
- Discussion ensued

2. Construction Detours Project

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

Meeting Adjourned at 7:22 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, June 21, 2022

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

Construction on Bicycle Routes Guide - DRAFT

Steps

- 1 Identify Existing Bike Facilities
- 2 Field Review and Context
- 3 Choose a Temporary Measure

Vancouver BC Model Document

Temporary Measures for Construction on Bicycle Routes

	Temporary Measure				BAB COMMENTS 2022
	Location Requirements	Description and Implementation Considerations			
Highest Preference	Bicycle Provision	b Used on any type of bicycle facility b Consider where parking or a vehicle lane can be used to make space for a bicycle provision	bDelineators or barricades are used to create a temporary bike lane bA lane closure sign should be used where bicycle traffic shifts from the existing bicycle facility into the bicycle provision bA "Bike Lane Closed Ahead" sign should be placed in advance of the bicycle provision		Timing of provision has to be at the same time as closure of the route, see Don Kardong bridge - 7/22
	Bicycle Lane Closed - Share the Road	b Used on painted lanes b Used when bicycle provision cannot be maintained	bA shared-lane sign should be placed in advance of the lane closure bA “Bike Lane Closed Ahead” sign should be placed in advance of the shared-lane sign		Currently road detour and construction signs are consistently place in the bike lanes, see Cedar and 29th Ave most recently - 7/22
	Single Lane Alternating Bicycle Traffic	bUsed on two-way bike routes bUsed when road width is sufficient to maintain a one-way bicycle provision but not sufficient to maintain a two-way bicycle provision	bRequires the development of two Traffic Control Plans for either side of the two-way bicycle provision bIf a directional closure is used for vehicles and Single Lane Alternating Bicycle Traffic is used for bicycles, "single lane traffic" signage should not be used to warn bicycles to avoid confusion between modes		
	Bicycle Route Close - Dismount and Walk	bUsed on any type of bicycle facility bBike volumes low to medium bUsed when road width is not sufficient to maintain cyclists through the work zone bUsed when a sidewalk or path is present with relatively low pedestrian volumes	bRequest updated traffic volume data review from City of Spokane Public Works staff b"Bicycle Detour" and "Lane Closed" signs are required bA "Bicycle Lane Closed Ahead" sign should be placed in advance of the closure and a "Bicycle Lane Closed" sign should be placed at the closure b Temporary fixed-in-place ramps with a tactile surface on either side of the construction zone should be used to minimize the length cyclists will be on the sidewalk	Review with City of Spokane Public Works staff regarding current traffic counts	The desirability of this approach really depends on the distance of the detour. A short walk is okay, but not a long walk. -- 5/17 BAB MEETING
Lowest Preference	Bicycle Detour Routes	bUsed on any type of bicycle facility bUsed when the road width is not sufficient to maintain cyclists through the work zone bUsed where bike volumes are high and walking bikes on sidewalks is not practical	bBicycle detour routes should be reviewed by City of Spokane Public Works b"Bicycle Detour" signs and "Lane Closed" signs are required bWhenever possible, restore a Bike Provision on the roadway at the end of the work day and cover detour signage at the decision point b Detours in which cyclists have to make left turns or cross arterial roadways without a signal or push-button crosswalk should be minimized		

Bike Network and Project Ranking Criteria

Sub-Committee Recommendations, June 2022

High Priority	Criteria	Spokane Priority Projects - 2020 ranking	Spokane Priority Projects - 2022 ranking	Notes
X	<u>Demographics</u>	x	x	
X	<u>Civic destinations - Schools</u>		x	Schools
X	<u>Important destinations</u>		x	Schools/Parks/Neighborhood Bus. Districts/High-Density & Mixed- Use/Centers & Corridors
	Facility Type/Level of Traffic Stress	x	x	
	Steepness/Topography		x	Informational-only
	Land Use/Density			See destinations above
	Transit data - bus stops/high-use		x	
	Equity analysis / SVI	x	x	
	Collision data	x	x	
	Gaps/Pinch-points	Noted for future addition	x	Measure: 1,000 feet or less of high- stress, connecting two lower-stress existing facilities

Dated: 7/12/22

Bicycle Advisory Board - 2022 Project Rankings - DRAFT - Work In Progress

Criteria: Projects that are in the 6-Year Plan and Bike Plan, and with completed elements of scoping, design, funding and public process.

Project Name	Limits	Design %	On Bike Plan?	Ped Plan Priority Area?	In 6-Year Plan?	Other Planning Doc	Funding Notes	Est Cost	Level of Traffic Stress for Bicycling	Crashes	Addresses Network Gap <1,000 feet	Presence of important destinations	Demographics	Destinations	Steepness/Topography	Social Vulnerability
1st Avenue	Maple St. to Bernard St.	15%	Y	Y	Y	Downtown Plan										
Maple/Ash	NW Blvd. to Rowas Ave		Y	Y	Y	Neighborhood Plans										
Main Ave	Monroe to Browne St.		Y	Y	Y											
44th Avenue	Crestline to Altamont		Y	N	Y	South Hill Coalition										
Mallon Ave	Monroe to Howard		Y	Y	Y											
Riverside Ave, Ph. 2	Monroe to Wall St		Y	Y	Y	Downtown Plan										
Spokane Falls Blvd	Post to Division		Y	Y	Y	Downtown Plan										
Strong road	5-Mile to Austin					Neighborhood Plans										
Broadway Ave	Ash to Post		Y	Y	Y											
Whistalks Way	Government Wy to River					Neighborhood Plans										
Boone Ave Protected Bike Lanes	Howard to Ruby	0%	Y	Y	Y											
Centennial Trail - Mission Gap	Mission Park to Upriver Drive	0%	Y	Y	Y											
US 195 / Inland Empire Way	US-195 to Sunset Hwy		Y	N	Y											
29th Avenue	Washington to Monroe		Y	N	Y											
Downtown Plan Bike Lanes	Washington and Stevens	0%	Y	Y			Potential for federal Safe Streets and Roads for All SS4A funding	\$5M - \$30M	4-Jan	High concentraion of serious injury						
Longfellow Greenway - Crossing Improvements	Driscoll to Cook	0% except HAWKS	As bike friendly route	N			HAWK at Division/Longfellow short-listed for HSIP.	\$2.8M	Crossings: 4 Street: NA	3 serious injury bicyclist hit by vehicles						
Chestnut/Elm Greenway - Crossing Improvements	Centennial Trail to Longfellow	0%	Y	Y			West Quadrant TIF funding application	\$2.4M	Crossings: 3 Street: NA	0						
South Gorge Trail Connection	Under Monroe Street Bridge		Y	Y	Y											
Pacific Ave Greenway	Sherman to First Ave		Y	Y	Y											
Everett Ave Greenway - Crossing Improvements	Division to Children of the Sun Trail	0% except HAWK	Y	N			HAWK at Division/Everett short-listed for HSIP.	\$1.5M	Crossings: 4 Street: NA	3 serious injury - pedestrians hit by vehicles						

<i>Fish Lake Trail Phase 3b - Bridges</i>	1/4 mile trail & RR crossings in County	60%	Y	N			6yr Streets Plan	\$7.2 M	3	0						1st A
<i>Ben Burr Trail River Extension</i>	Under Trent Bridge	60%	Y	Y			Coordination with Trent Bridge/WSDOT	\$1.5-\$3M	3	0						
<i>Fish Lake Trail Connection</i>	Lindeke to Sandifur	0%	Y	N			Study underway; 6 year streets plan		3 to 4	1 serious injury - pedestrian hit by vehicle						
<i>Thorpe connection to Fish Lake Trail</i>	Thorpe Road at Fish Lake Trail	0%	Y	N			Funded for design with KPFF; 6-year streets plan		3	0						