



Bicycle Advisory Board

Tuesday January 17, 2023 – 6:00 PM to 7:30 PM

HYBRID – TELECONFERENCE AND IN-PERSON

VIRTUAL LOCATION:

MS Teams ([Link Here](#) and at Bottom of Agenda)

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 – 6:15 | 1) Approve November 2022 Minutes |
| | 2) Liaison Reports |
| | 3) Chair Report |
| | 4) Staff Report: Liaison Updates |

Informational, Discussion and/or Action Items:

- | | |
|-------------|-------------------------------------------------------------------------|
| 6:15 – 7:30 | 1) Draft Bike Parking Code, presented by Tyler Kimbrell |
| | 2) Interview Applicants for the Citizen-at-large Vacancy |
| | 3) City Plowing & its Impacts on Bike Lanes, discussion by BAB members |
| | 4) BAB Vice Chair Nomination |

Next BAB meeting is scheduled for Tuesday February 21, 2023 at 6pm

Microsoft Teams meeting

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Bicycle Advisory Board - Draft Minutes

November 15, 2022

City Council Briefing Center

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

Attendance:

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

Public Comment:

David Pesaro (Pedestrian and Bicycle Member in the city of Coeur D'Alene and Chair of Bike to Work Committee) CDA is going to host a Bike to Work event in May for the first time in 5 years. He would like to collaborate with the City of Spokane and create a regional bike to work event.

Colin Quinn-Hurst responded that Sally Phillips is lead organizer for Bike Everywhere events in Spokane, WA. The BAB held one event last year as well. There is potential to work with CDA to reinvigorate the event.

Briefing Session:

Minutes from the October 18, 2022 meeting approved unanimously.

1. Liaison Report -

- Grant Shipley reported that Citizens Transportation Advisory Board (CTAB) did not meet last month but will be meeting on November 16.
- Rhonda Young reported that PCTS met in November, and there were two items on the agenda. The first was SRTC's equity planning framework, and which is creating the goal to embed equity in all the work they do, including resource allocations. The other item was DivisionConnects projects. These projects include land use changes that will support Transit Oriented Development and a high capacity transit line and include equity and anti-displacement techniques along Division Street.

2. Chair Report -

- Grant Shipley stated that construction season is almost over and that the Don Kardong bridge may be opened this year.
- He also stated that sidewalks and bike lanes pose a challenge for users during the winter because they are usually covered in snow. He encouraged the BAB to brainstorm solutions to this problem.

3. Staff Report -

- Colin Quin-Hurst reported that Ryan Shea is a new planner who will be transitioning into role as staff contact for BAB.
- Ryan Shea introduced himself and stated that he came to Spokane from working in northern Idaho as a planner and has also worked with the SCJ Alliance.
- Mr. Quinn-Hurst stated that the Riverside Bike Lanes are on pause over the winter and the grand opening will be in the Spring. However, the City of Spokane has a snowplow that will clear bike lanes in the downtown area.

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

- Finally, there is a member opening for the BAB. Anyone interested in joining is encouraged to apply.

Workshops:

1. CIP Process
 - Presentation provided by Kevin Picanco, Integrated Capital Management
 - Questions asked and answered
 - Discussion ensued
2. Bike Project Priority Matrix Update
 - Presentation provided by All / Group Discussion
 - Questions asked and answered
 - Discussion ensued

Meeting Adjourned at 7:30 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, December 20, 2022

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

Chapter 17C.230

Parking and Loading

Section 17C.230.200

Bicycle Parking

A. Purpose.

Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles.

- ~~((1. Bicycle parking facilities, either off-street or in the street right-of-way, shall be provided in RMF, RHD, CC1, CC2, CC3, CC4, O, OR, NR, NMU, CB, GC, and industrial zones for any new use which requires twenty or more automobile parking spaces according to Table 17C.230-1 or Table 17C.230-2. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.~~
- ~~a. The number of required bicycle parking spaces shall be five percent of the number of required off-street auto parking spaces.~~
 - ~~b. When any covered automobile parking is provided, all bicycle parking shall be covered.~~
- ~~2. Within downtown and FBC CA1, CA2, CA3, zones bicycle parking facilities, either off-street or in the street right-of-way, shall be provided. The number of spaces shall be the largest amount based on either subsections (a) or (b) below.~~
- ~~a. The number of required bicycle parking spaces shall be five percent of the number of off-street auto parking spaces being provided, whether the auto parking spaces are required by code or not.~~
 - ~~b. A minimum of one bicycle parking space shall be provided for every ten thousand square feet of building area. When a building is less than ten thousand square feet in building area at least one bicycle parking space shall be provided.~~
 - ~~c. When any covered automobile parking is provided, all bicycle parking shall be covered.~~
 - ~~d. All bicycle parking facilities in the street right-of-way shall conform to City engineering services department standards.~~
- ~~3. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot or within eight hundred feet of the lot. Bicycle parking accessory to residential uses shall be located on-site. Bicycle parking facilities shared~~

~~by more than one use are encouraged. Bicycle and automobile parking areas shall be separated by a barrier or painted lines.))~~

B. Applicability.

1. The minimum number of bicycle parking spaces required for uses identified in SMC 17C.190 is identified in Table 17C.230-3. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
2. All uses under SMC 17C.190 shall provide at minimum two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.
 - a. No minimum short-term or long-term bicycle parking is required for the following uses.
 - i. All uses under “Residential categories”
 - ii. Commercial parking
 - iii. Drive-through facilities
 - iv. All uses under “Other Categories”
 - b. No minimum short-term bicycle parking is required for the following uses.
 - i. All uses under “Industrial Categories”
3. The minimum number of bicycle parking spaces required for allowed uses in Center and Corridor Zones is identified in Table 17C.230-4. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
4. All allowed uses in Center and Corridor Zones shall provide, at a minimum, two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.
 - a. No minimum short-term or long-term bicycle parking is required for the following uses.
 - i. Residential
 - ii. Public parking lot
 - iii. Drive-through business on pedestrian streets
 - iv. Mobile food vending
 - b. No minimum short-term bicycle parking is required for the following uses.
 - i. Limited industrial
 - ii. Heavy Industrial
 - iii. Motor vehicle sales, rental, repair, or washing
 - iv. Automotive parts and tires (with exterior storage or display)
5. The provisions in this section do not apply to buildings less than one thousand

(1,000) square feet.

6. Change of Use.

a. When the use of an existing building changes, bicycle parking shall be provided to meet the standards set forth in this section.

7. The bicycle parking requirements of this section do not retroactively apply to established uses; however:

a. When increasing the floor area or other measures of bicycle parking requirements by addition or alteration, spaces as required for the increase shall be provided; and

b. The site to which a building is relocated must provide the required spaces.

8. Uses Not Mentioned.

a. In the case of a use not specifically mentioned in Table 17C.230-3 or Table 17C.230-4, the requirements for bicycle parking shall be determined by the Planning Director.

C. Short-term bicycle parking standards

Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

1. Bicycle racks that are designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
2. Short-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant, consistent with ADA requirements.
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame, or components (see figure 1 for examples that meet and do not meet this requirement).
4. Short-term bicycle parking must be located:
 - a. Within 50 feet of a main entrance; and
 - b. On-site or within the adjacent public right-of-way.
 - i. If within the public right-of-way, bicycle racks must be entirely within the pedestrian buffer strip.
 - c. Outside of a building or enclosure.
 - d. As to not conflict with the opening of vehicle doors.
 - e. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
 - f. Short-term bicycle parking where the number of required spaces is based on the provided vehicle parking (see Basic Utilities and Parks and Open Space in Table 17C.230-3) shall be grouped and located within or adjacent to the vehicle parking area.

- i. If located within the vehicle parking area the bicycle racks shall be protected from vehicle interference such as the opening of car doors and potential collision by ensuring adequate space between vehicle parking stalls and bicycle parking.
5. Property owners and businesses located on the same side of the street and on the same block may establish a grouped bicycle parking area where short-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 200 feet from the main entrance of each business or property they intend to serve.
 - b. The racks shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
6. If the development is unable to provide short-term bicycle parking as described, the developer may explore options such as:
 - a. On-site short-term bicycle parking beyond fifty (50) from the main entrance.
 - b. Bicycle parking located at the rear of the building.
 - c. Bicycle parking located within the building.
 - d. As agreed upon between the applicant and the Planning Director.

D. Long-term bicycle parking standards

Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

1. Long-term bicycle parking must be located:
 - a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
2. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. Cargo, tandem, long-tailed or similar bicycles that do not fit into vertical bicycle racks.
3. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack (see figure 2):
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of two (2) feet six (6) inches of perpendicular spacing

- between bicycle racks and walls or obstructions; and
- iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.
- b. For vertical wall-mounted racks (see figure 3):
 - i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.
- 4. Long-term bicycle parking must be covered. The cover must be,
 - a. Permanent; and
 - b. Impervious.
- 5. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
- 6. To provide security the bicycle parking must be,
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or
 - c. In a permanently anchored, enclosed, and secured bike locker.
- 7. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
- 8. Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit. Long-term bicycle parking in a residential dwelling unit shall be:
 - a. A designated bicycle storage closet; or
 - b. A private outdoor area where the bicycle can be secured to a vertical or horizontal rack.
 - i. The rack must be permanently affixed to the ground or wall; and
 - ii. The outdoor area must be covered to protect the bicycle from

weather events.

9. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

DRAFT

**TABLE 17C.230-3
BICYCLE PARKING BY USE**

RESIDENTIAL CATEGORIES

USE CATEGORIES	SPECIFIC USES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Group Living		None	0	1 per 10 residents	0
Residential Household Living	Five or more units	None	0	0.5 per unit	0

COMMERCIAL CATEGORIES

USE CATEGORIES	SPECIFIC USES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Adult Business		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Outdoor Recreation		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Parking		None	0	None	0
Drive-through Facility		None	0	None	0
Major Event Entertainment		1 per 60 seats	2	1 per 24,000 sq. ft. of floor area	1
Office	General Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Medical/Dental Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Retail Sales and Service	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1

	Restaurants and Bars	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
	Temporary Lodging	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
	Theaters	1 per 30 seats	2	1 per 12,000 sq. ft.	1
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Mini-storage Facilities		2 per development	2	None	0
Vehicle Repair		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
INDUSTRIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Industrial Services, Railroad Yards, Wholesale Sales		None	0	1 per 20,000 sq. ft. of floor area	1
Manufacturing and Production		None	0	1 per 20,000 sq. ft. of floor area	1
Warehouse and Freight Movement		None	0	1 per 20,000 sq. ft. of floor area	1
Waste-related		None	0	1 per 20,000 sq. ft. of floor area	1
INSTITUTIONAL CATEGORIES					

USE CATEGORIES	SPECIFIC USES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	2	1 per 20 vehicle spaces (whether vehicle parking is required by code or not)	1
Colleges		1 per 20,000 sq. ft. of floor area associated with each building	2	1 per 20 planned student capacity + 1 per 30 staff/faculty	1
Community Service		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Daycare		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Medical Centers		1 per 30,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Parks and Open Areas[1]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2		1
Religious Institutions		5% of max occupancy	2		1
Schools	Grade, Elementary, Junior High	1 per classroom	2		1

	High School	1 per classroom	2		1
OTHER CATEGORIES					
USE CATEGORIES	SPECIFIC USES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Agriculture		None	None	None	None
Aviation and Surface Passenger Terminals		None	None	None	None
Detention Facilities		None	None	None	None
Essential Public Facilities		None	None	None	None
Wireless Communication Facilities		None	None	None	None
Rail Lines and Utility Corridors		None	None	None	None
[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as habitat viewing station.					

TABLE 17C.230-4 CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES				
CENTERS AND CORRIDORS USE CATEGORIES	SHORT-TERM BICYCLE PARKING	SHORT-TERM BICYCLE PARKING MINIMUM (1 RACK IS EQUIVALENT TO 2 SPACES)	LONG-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING MINIMUM
Residential	None	0	0.5 per unit	0

Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Eating and Drinking Establishments	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Restaurants without Cocktail Lounges	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Professional and Medical Offices	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	2	1 per 24,000 sq. ft. of floor area	1
Government, Public Service or Utility Structures, Social Services and Education	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Religious Institutions	5% of max occupancy	2		1
Parks and Open Space	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2		1
Structured Parking	1 per 10 vehicle parking spaces [1]	2	None	0

Public Parking Lot	None	0	None	0
Limited Industrial (if entirely within a building)	None	0	1 per 20,000 sq. ft. of floor area	1
Heavy Industrial	None	0	1 per 20,000 sq. ft. of floor area	1
Drive-through Businesses on Pedestrian Streets	None	0	None	0
Motor Vehicles Sales, Rental, Repair or Washing	None	0	1 per 12,000 sq. ft. of floor area	1
Automotive Parts and Tires (with exterior storage or display)	None	0	1 per 12,000 sq. ft. of floor area	1
Gasoline Sales (serving more than six vehicles)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Gasoline Sale (serving six vehicles or less)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Self-storage or Warehouse	None	0	None	0
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Winery and Microbreweries	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Mobile Food Vending	None	0	None	0
[1] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the building. There is no requirement for the parking to be in a secured enclosure.				

City of Spokane Bicycle Parking Code Update

Public Advisory Committee Meeting #1



The City of Choice



Why Update the Bicycle Parking Requirements?

- Bicycle Master Plan
- Comprehensive Plan
- Leveraging the City's investment in new bike infrastructure
- Transit-oriented development



Bicycle Parking Code Currently and its Potential

SMC 17C.230.200- Now

- Bicycle parking requirements based on vehicle parking
- No differentiation between short- and long-term parking
- No design guidance



SMC 17C.230.200- Potential

- Clear requirements
 - Bicycle parking based on the floor area of a building
- Differentiation between short- and long-term parking
- More flexibility
 - Variation of use types
- Potential for more incentives
 - Increased vehicle parking substitution for bicycle parking
- Better guidance on what constitutes good bicycle parking



Overview of Short-term vs Long-term parking

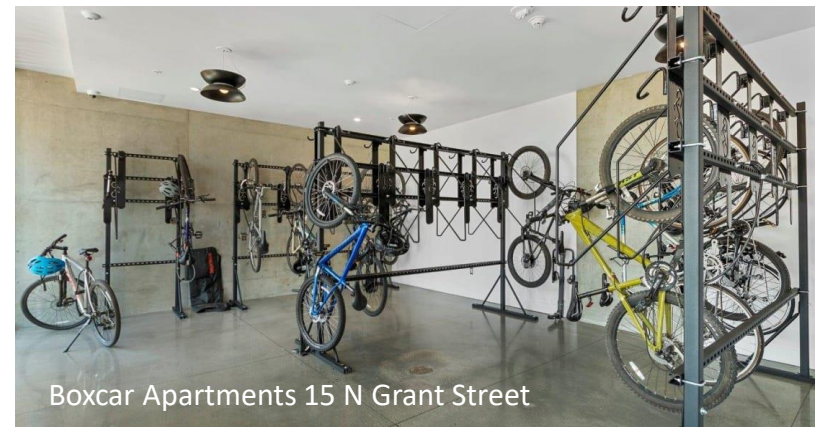
Short-term

- Typically, on the exterior of the building
- For visitors and customers
- U-rack preferred (see below), must have 2 points of contact with a bicycle



Long-term

- In a secured room, enclosure, or storage via bike locker
- Intended for employees and residents
- Both vertical and horizontal racks



Boxcar Apartments 15 N Grant Street



Use Type vs Zoning

Use Type

- Differentiation between use types such as residential, industrial, commercial, etc.
- Different calculations for short-term and long-term bicycle parking

Zoning

- Less flexibility- situations could occur where residential and commercial buildings have the same requirements



of Racks Require Now vs Potential

Use Type	Square Footage/ Building Type	Racks Required Now	Short-term Racks: Potential	Long-term Racks: Potential
Five or more residential units	100 2-bedroom apartments	5	0	50
Office	10,000 sq ft “General Building”	1	1	1
Retail, Personal Service, Repair Oriented	61,000 sq ft “Grocery Store”	5	6	5
Medical Centers	147,000 sq ft “Medical or Health Facility”	8	3	7

* Based on the Bike Parking by Use Table in 01/04/2023 Draft Bicycle Parking Code



Miscellaneous Provisions

- Grouped parking
- Proximity to main entrances
- Not applicable to existing buildings
 - Does apply for building additions and change of use



Questions and Discussion



The City of Choice



Bicycle Advisory Board (SMC 04.16)

Are you looking for an opportunity to contribute to our community and help make it a more safe and friendly place to get around by foot and bicycle? The Bicycle Advisory Board (BAB) was established was established in 1992 to provide advice and direction to the Mayor, City Council and all departments and officers of the city on matters relating to bicycling and to raise public awareness of bicycling issues. The BAB envisions bicycle mobility as a tool to help improve the quality of life in Spokane by improving traffic safety, minimizing the consequences of traffic congestion, reducing household transportation costs, supporting equitable economic opportunity, and improving health outcomes.

Examples of BAB activities include:

- Developing project recommendations that carry out the Bicycle Master Plan,
- Leading bike rides to inspect existing biking conditions and recently completed projects,
- Providing input on City plans and transportation studies regarding the impacts of plans and policies on development of the bicycle transportation network,
- Reviewing and discussing new research and information related to best practices in bicycle transportation, and
- Reaching out to neighborhoods for input on bicycle-related plans, projects and programs.

To view a testimonial from a current member, please check out this [video](#).

Rewards of being part of this board include joining a diverse, thoughtful, and knowledgeable group that is passionate about making all of Spokane a more safe and comfortable place to ride a bicycle for people of all ages and abilities. Contributing to this group can be accomplished within an average of 5 to 10 hours per month including attending meetings, networking and researching issues our community faces.

The Bicycle Advisory Board is currently accepting [applications](#) to fill two vacancies for a Citizen-At-Large and a Youth Member. Board positions are three-year terms. Candidates with diverse experiences riding a bicycle to school or the store, commuting to work, pedaling on local pathways for fun, biking to transit, riding e-bikes, touring, racing, mountain biking or any other type of bicycling are encouraged to apply.

Apply today to make a difference. Applications must be submitted to the Mayor's Office by **Friday, December 2, 2022**.