



# Bicycle Advisory Board

Tuesday June 20, 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



Staff Liaisons: Ryan Shea (509) 625-6087 [rshea@spokanecity.org](mailto:rshea@spokanecity.org)  
Inga Note (509) 625-6331 [inote@spokanecity.org](mailto:inote@spokanecity.org)

## 6:00 – 6:15 **Board Briefing Session:**

- 1) [Approve April 18, 2023, minutes](#)
- 2) Liaison Reports
- 3) Chair Report
- 4) Staff Liaison Updates

## 6:15 – 7:30 **Informational, Discussion and/or Action Items:**

- |             |   |
|-------------|---|
| 6:15-6:45   | 1) <a href="#">Howard Street Ped/Bike improvements</a> – Presentation by Staff                              |
| 6:45-7:15   | 2) <a href="#">Maple/Ash Proposed Bike Lane feedback</a> – Presentation by Staff                            |
| 7:15 - 7:30 | 3) <a href="#">Safe Streets For All (SS4A) Grant Letter of Support from the BAB</a> – Presentation by Staff |

**Next BAB meeting is scheduled for Tuesday July 18, 2023 at 6pm**

### Microsoft Teams Meeting

Join on your computer, mobile app or room device

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Meeting ID: 286 203 272 720

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## Bicycle Advisory Board - Draft Minutes

April 18, 2023

City Council Briefing Center

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

### Attendance:

- *Board Members Present* Grant Shipley (Chair), Aren Murcar, Rhonda Young, Christina Ramirez, Charles Greenwood, Pablo Monsivais, Taylor Stevens, Satish Shrestha, Lauren Pangborn
- *Board Members Not Present:* none
- *Quorum Present:* Yes
- *Staff Members Present:* Ryan Shea, Nicholas Hamad

### Public Comment:

None

### Briefing Session:

Minutes from the March 21, 2023 meeting approved unanimously.

#### 1. Liaison Report -

- Grant Shipley reported that Citizen Transportation Advisory Board (CTAB) will meet on April 19th.

#### 2. Chair Report -

- Grant Shipley reported that Riverside Bike lanes are almost complete. The Bike Swap will take place on April 22nd and 23rd and the BAB will have a table there.

#### 3. Staff Report -

- Ryan Shea reported that the Riverside are slated to be finished by the end of the month.
- Safe Streets for All Grant (SS4A) which would fund multiple projects including the pedestrian and bicyclist infrastructure improvements in the Downtown Plan Master Program.
- Anthony Hardwick will not be able to fill a vacant position on BAB and the BAB will need to recommend another person for that position.

### Workshops:

#### 1. Post Street Bridge Replacement Input,

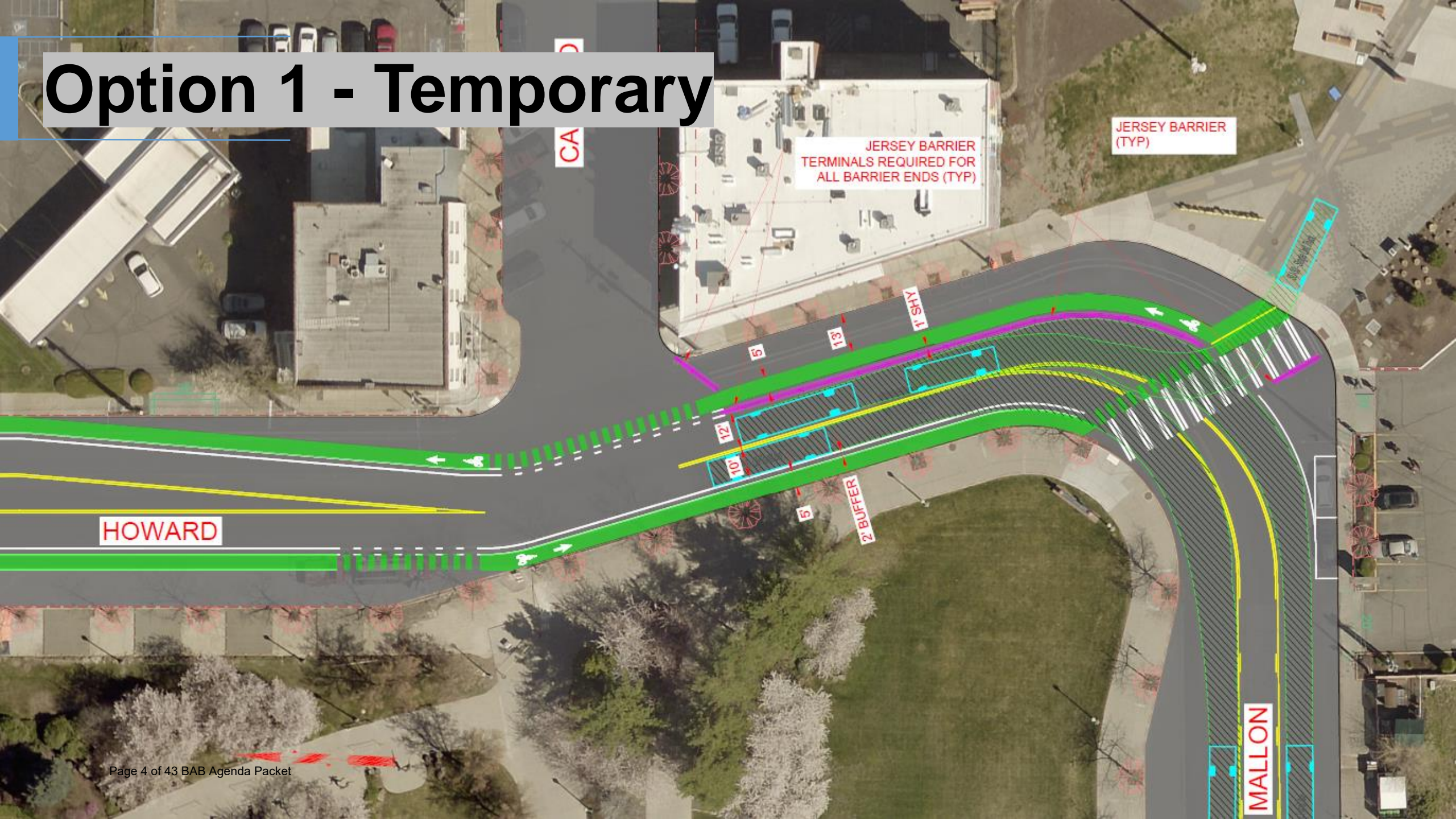
- Presentation provided by Ryan Shea and Nicholas Hamad
- Questions asked and answered
- Discussion ensued
- Motion 1:13
  - Grant Shipley motioned to strongly recommend removing all transport vehicles leaving motorized vehicle traffic to maintenance and emergency vehicles, in addition to that the BAB WOULD LIKE to prioritize safe transitions at both ends of the Post Street, avoiding bollards, and reminding that Riverfront Park and the Centennial trail are the most used parks. Seconded by Lauren Pangborn. Motion carried unanimously. (8,0)

2. Pacific Avenue Right-of-way Vacation Request,
  - Presentation provided by City Staff
  - Questions asked and answered
  - Discussion ensued
  - Motion
    - Lauren Pangborn motioned to deny the request of the Pacific Avenue Right-of-Way Vacation Request. Seconded by Christina Ramirez. Motion carried. (7,1)
3. Continued Planning for Bike Everywhere Month
  - a) Energizer Station
  - b) Mobile Meeting (Route #2 selected as preferred route)
    - Presentation provided by Ryan Shea
    - Questions asked and answered
    - Discussion ensued
4. Motion to Recommend New BAB Member
  - Presentation provided by BAB
  - Questions asked and answered
  - Discussion ensued
  - Grant Shipley motioned to recommend Brian Falteisek to City Council for approval to fill the BAB membership vacancy. Seconded by Lauren Pangborn. Motion carried unanimously. (8,0)

**Meeting Adjourned at 7:32 PM**

Next Bicycle Advisory Board Meeting scheduled for Tuesday, May 16, 2023

# Option 1 - Temporary



HOWARD

JERSEY BARRIER  
TERMINALS REQUIRED FOR  
ALL BARRIER ENDS (TYP)

JERSEY BARRIER  
(TYP)

10'

12'

5'

13'

5'

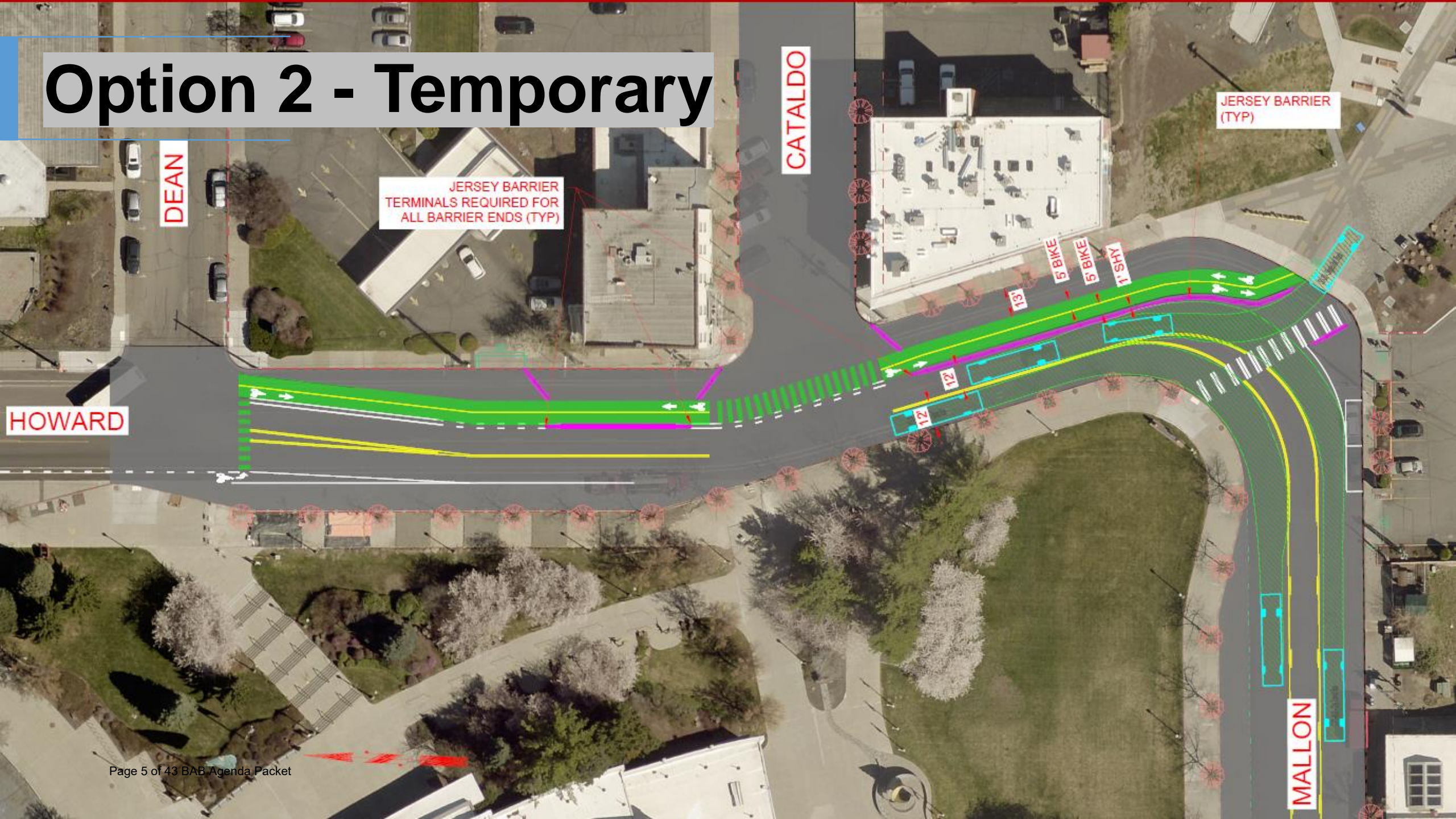
2' BUFFER

1' SHY

MALLON

CA

# Option 2 - Temporary



JERSEY BARRIER  
TERMINALS REQUIRED FOR  
ALL BARRIER ENDS (TYP)

JERSEY BARRIER  
(TYP)

DEAN

CATALDO

5 BIKE  
5 BIKE  
1 SHY

13'

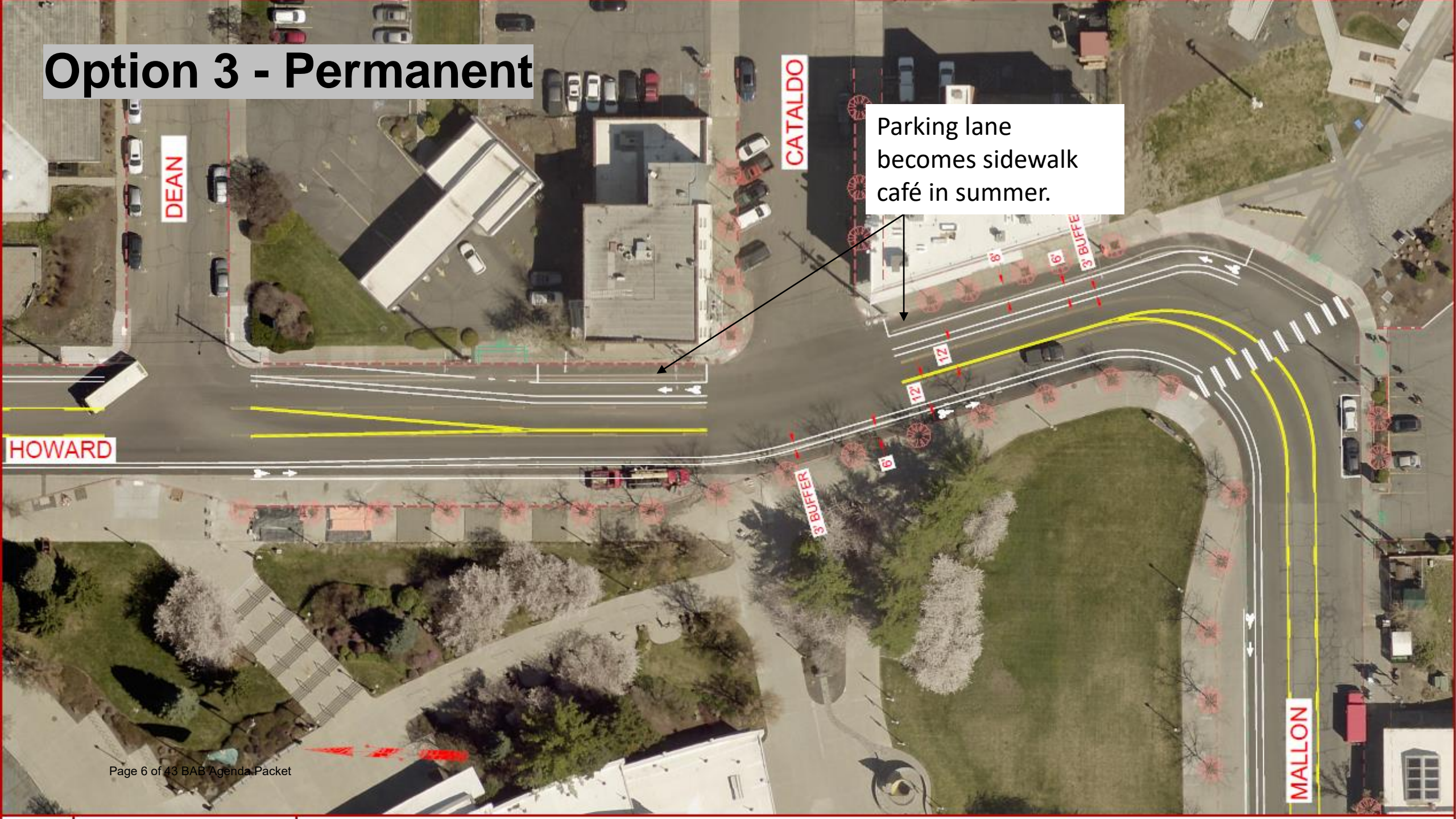
12'

12'

12'

MALLON

# Option 3 - Permanent



Parking lane becomes sidewalk café in summer.

DEAN

CATALDO

HOWARD

3' BUFFER

12

12

8

6

3' BUFFER

MALLON

# Maple-Ash Options

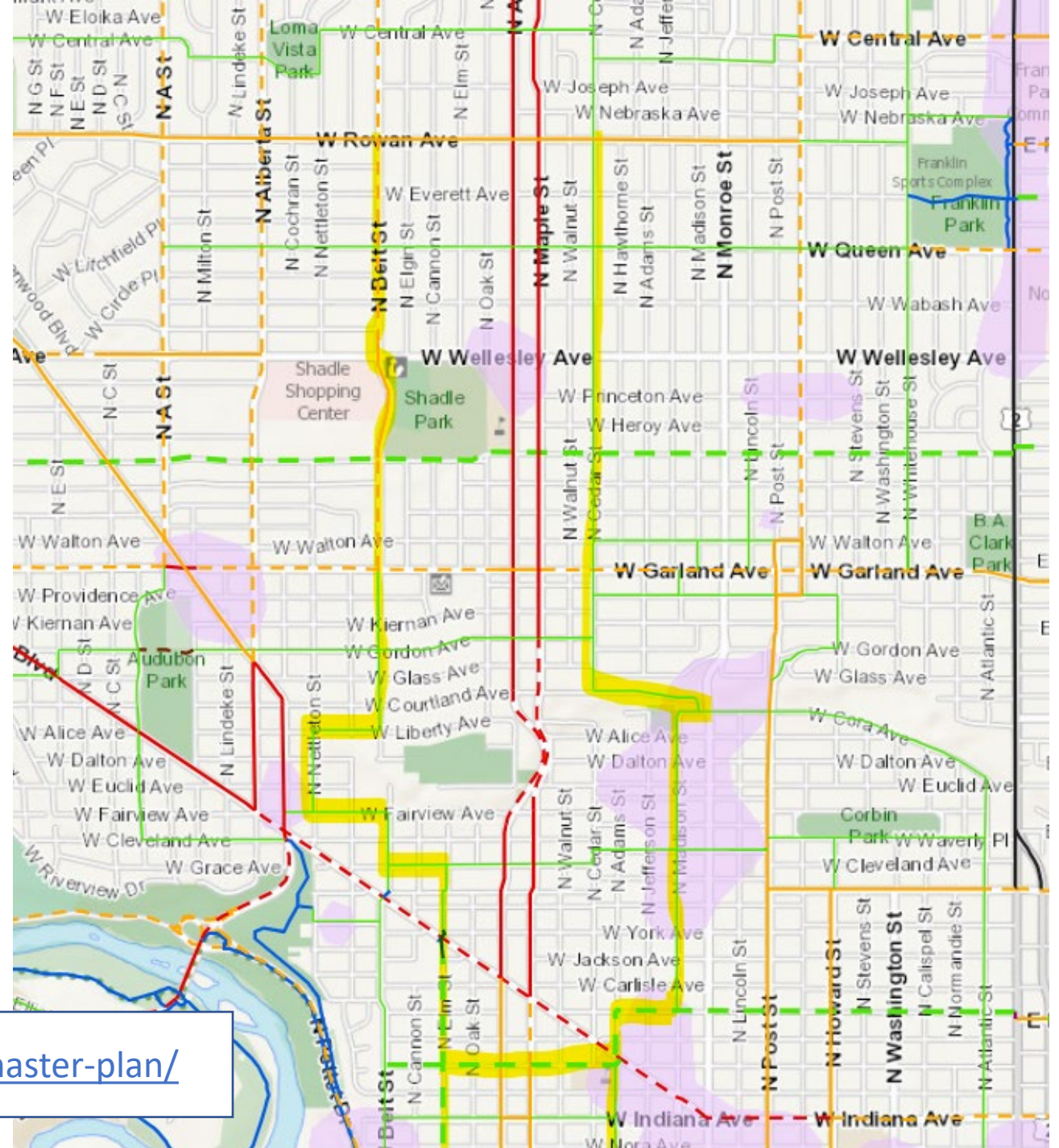
Bicycle Advisory Board – 6/20/23

# Default Layout – Striped Bike Lanes





# Preferred Options: Neighborhood Greenways



<https://my.spokanecity.org/projects/bicycle-master-plan/>



June 13, 2023

Office of Policy Development, Strategic Planning, and Performance  
Attention: Emily Schweningen, Policy Advisor for Safety  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

CC: City of Spokane Planning and Economic Development, City of Spokane Public Works

Dear Ms. Schweningen,

Please consider this letter from the City of Spokane Bicycle Advisory Board (BAB) in support of the City's Implementation Grant application to the 2023 Safe Streets and Roads for All program. The BAB supports the proposed street safety projects and strategies that will improve safe mobility for people walking and bicycling, and heartily supports the proposed corridor bikeway improvements that will address the mid-block arterial bicycle crash patterns that are over-represented in recent collision data.

This letter carries out the Bicycle Advisory Board's mandate to provide advice to the mayor and the city council and departments and offices of the City matters relating to bicycling. One of the board's specific functions is to review proposals and plans for bikeways and provide timely comments to affected agencies.

The BAB played a central role in providing public feedback on bicycle-safety proposals in the City of Spokane's Downtown Master Plan Update. As this application draws heavily from this planning process, the BAB would like to express strong support for the downtown and adjacent bikeway proposals for First Avenue, Sprague Avenue, Washington Street, Stevens Street, Second Avenue, and Third Avenue.

Thank you for providing the opportunity to apply for this program. The proposed implementation projects address critical safety issues on major thoroughfares and have the potential to rapidly transform the safety and accessibility of walking and bicycling in Spokane for people of all ages and abilities.

Sincerely,

Grant Shipley,  
Chair, Spokane Bicycle Advisory Board

# SS4A Program

- **Supports US DOT goal of zero deaths and serious injuries**
- **SRTC received regional Action Plan Grant in 2022– we are a partner**
- **Spokane can do a separate Implementation Grant**
- **Due July 10<sup>th</sup>, 2023**
- **Min award \$2,500,000 with \$625,000 match.**

# Draft Vision Zero Action Plan

Date: June 2023  
Crash Data Time Period: 2017-2021  
Developed using the FHWA Systemic Safety Project Selection Tool

Prepared by:  
Integrated Capital Management  
Planning Services



# Action Plan Needs

(from Self-Certification Eligibility Worksheet)

## All of these:

### *Collision analysis*

- *Geospatial, systemic, specific needs*
- *Contributing factors*

*Comprehensive set of projects and strategies, time ranges, prioritization*

*Finalized between 2018 and June 2023*

# Action Plan Needs

(from Self-Certification Eligibility Worksheet)

## Four of these:

***Vision Zero Resolution***

***Action Plan Committee***

***Stakeholder Engagement - Private sector and community groups (Downtown Plan)***

***Considerations of equity, identify underserved communities***

***Assessment of policies, plans guidelines, standards***

***How progress will be measured and posted online***

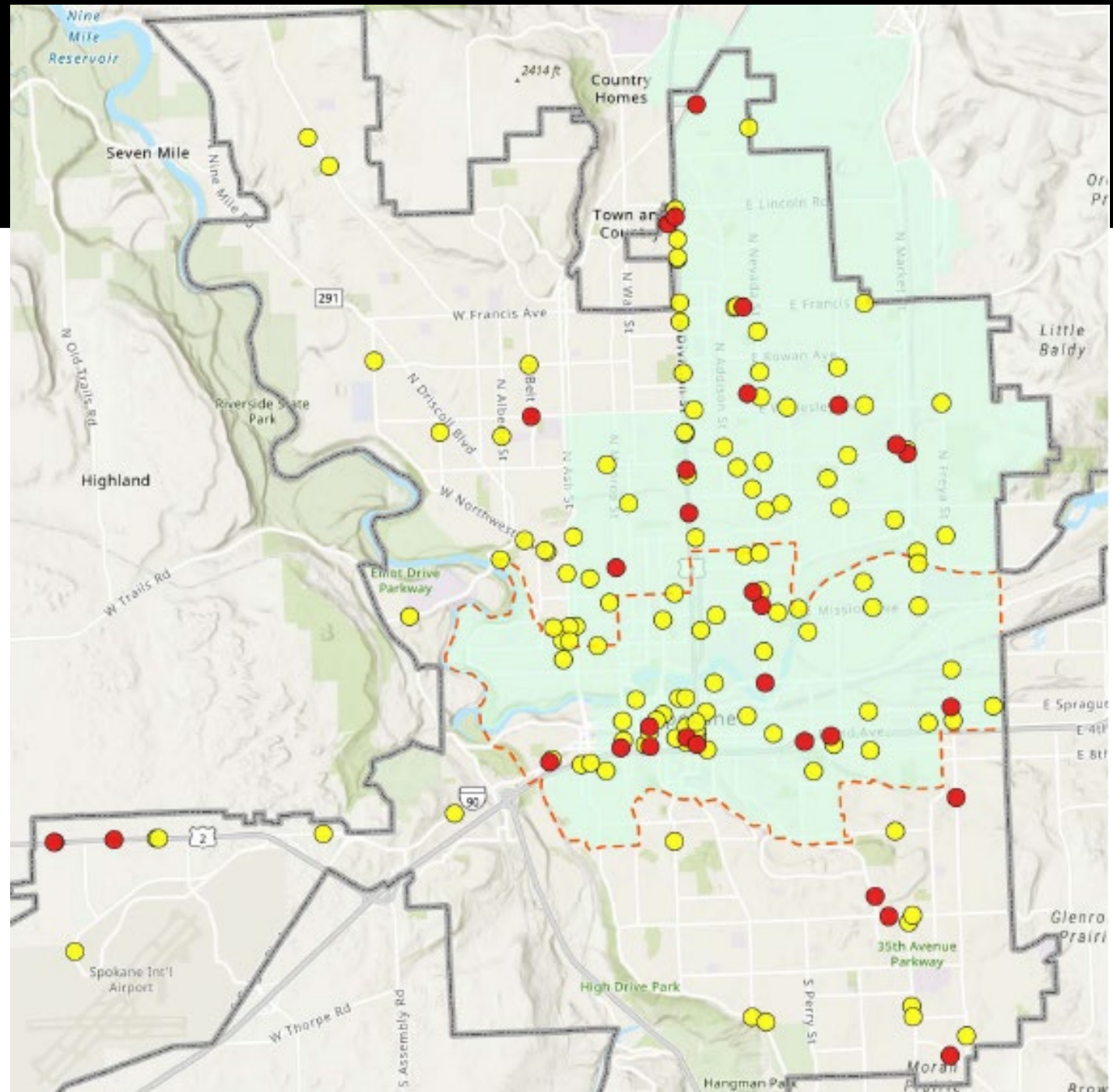
# What our data shows

# Citywide - 2017-2021 Crash Data

Overall Numbers	Fatal/Serious Crashes				All Injuries				Target Zero Priority Level
	City of Spokane		City-Owned Streets Statewide		City of Spokane		City-Owned Streets Statewide		
Total # of Collisions	443	-	4,520	-	18,301	-	223,502	-	
By Collision Type									
Vulnerable User Hit (Ped and Bike)	176	39.7%	1,699	37.5%	929	5.1%	10,745	4.8%	1
Hit Pedestrian	138	31.1%	1,273	28.2%	628	3.4%	6,543	2.9%	2
All Angle (T,left,right)	100	22.6%	700	15.5%	5,638	30.8%	61,111	27.3%	2
Hit Fixed Object	64	14.4%	799	14.7%	2,299	12.6%	27,287	12.2%	2
Hit Cyclist	38	8.6%	426	9.4%	301	1.6%	4,202	1.9%	2
Rearend	17	3.8%	181	4.0%	3,586	19.6%	44,767	20.0%	3

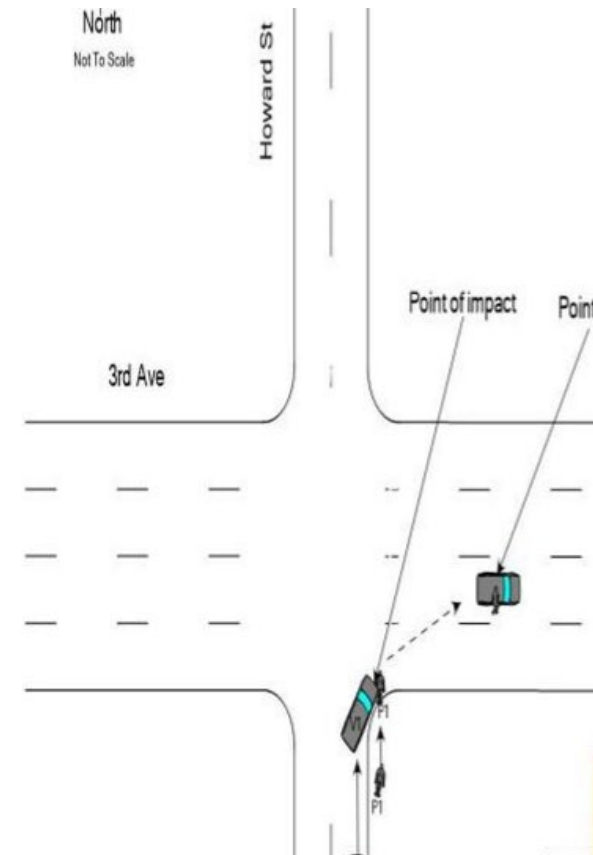
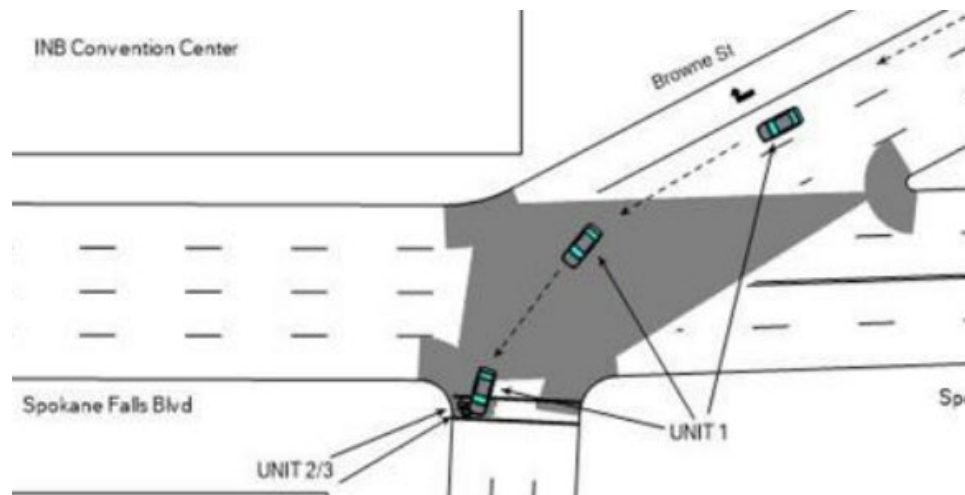


# Collision Map

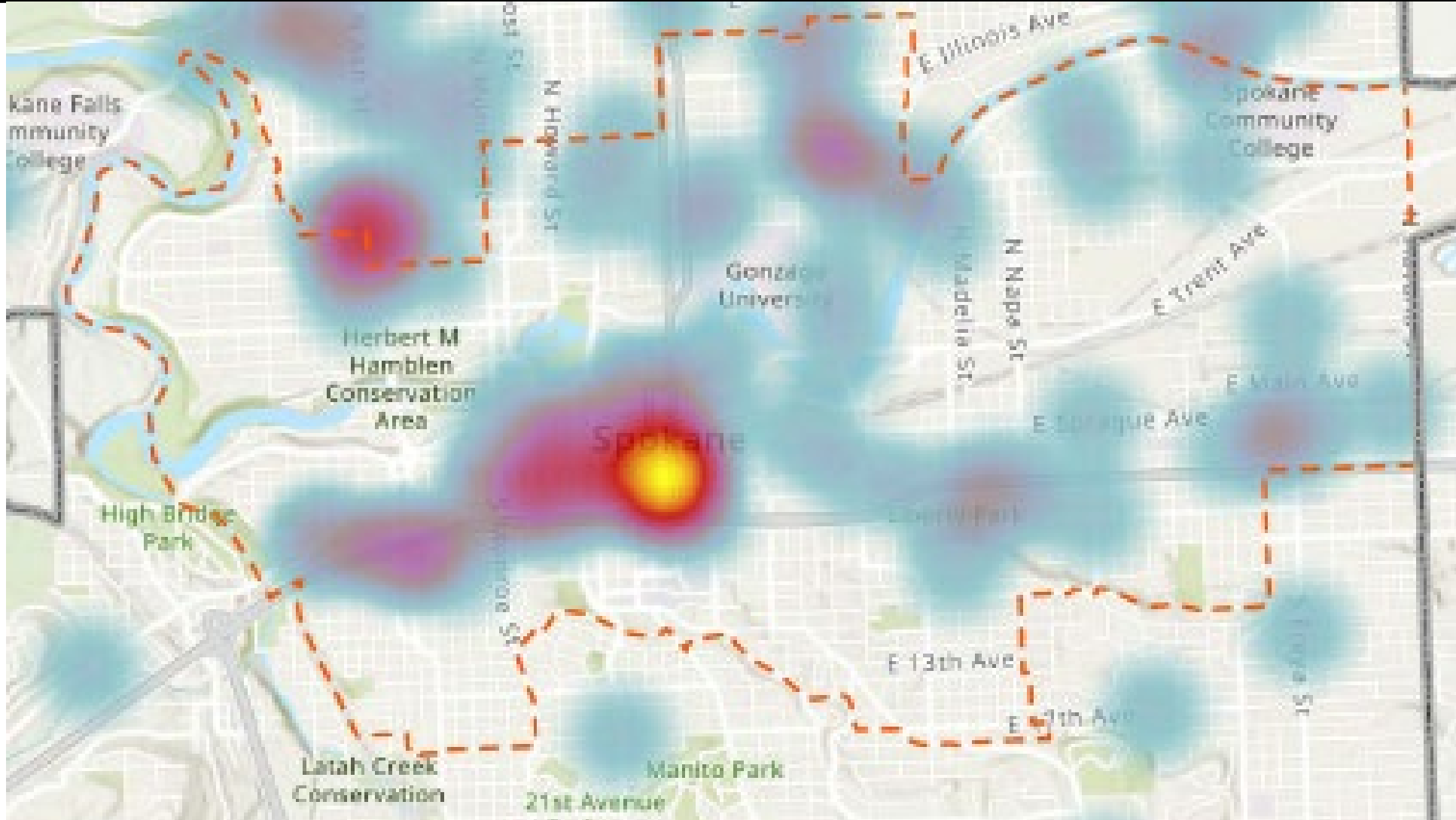


# Of the vulnerable user collisions (serious and fatal)

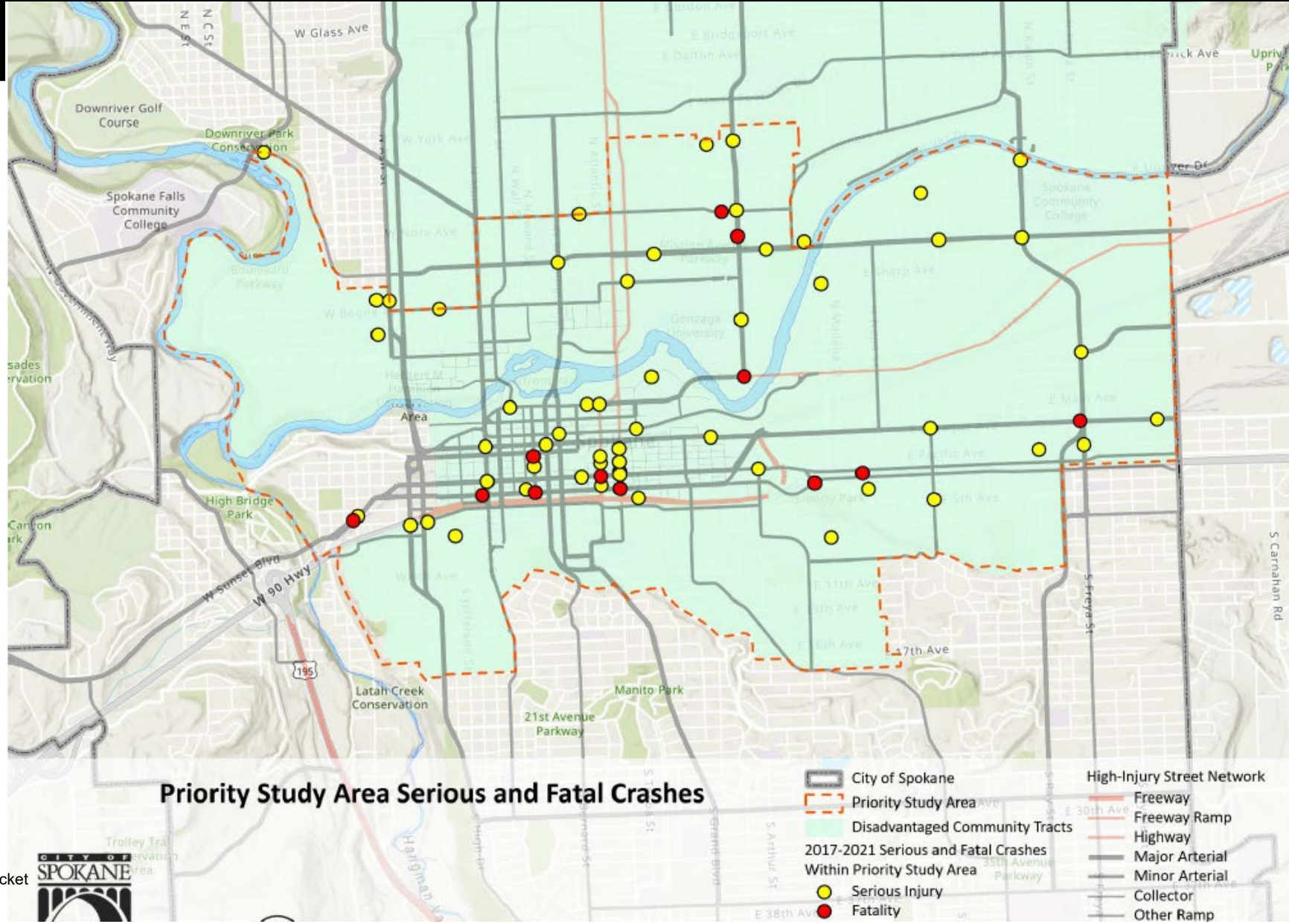
- 23% of these collisions occurred at arterial traffic signals.
- 58% of these collisions occurred at arterial intersections (all types of control).
- 40% of bicycle-specific collisions occurred on arterial roadway segments



# Priority Study Area



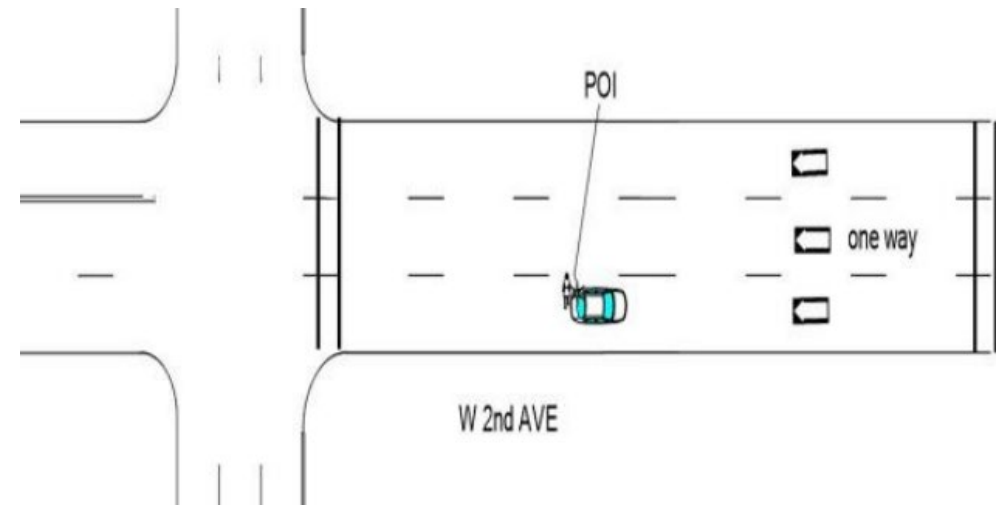
# Priority Study Area



# Vulnerable user collisions in the Priority Study Area

## Causal Factors

- 68% - no traffic control
- 25% at signals, in particular turning vehicles
- 49% - travelling in the dark
- 58% - at intersection and related



# Countermeasures in the Action Plan

# Accessible Ped Signals

- Often use “recall” for ped phases
- Audible and tactile notification
- May require additional wiring and conduit expansion in locations with no pushbutton



# Leading Pedestrian Intervals

- **5-7 head start for pedestrian phase**
- **Requires modifying timing plans and signal controller setup**





# Update Crosswalks at signals



# Curb extensions



# Bike Lane extensions through intersections



# Pedestrian Hybrid Beacons and RRFBs



# Raised Crosswalks



# ADA ramps



# Upgrade stairways, add accessible routes



**Sidewalk ends at toll plaza.  
No accessible route off the  
bridge at the north end.**



# Needed Policies, Plans, Guidelines, Standards

- **Comprehensive review of arterial speed limits to ensure appropriateness and consistency**
- **Regular updates to school zone and park speed limits**
- **Protected bike lane maintenance equipment and policy**
- **Clear view triangle updates for alleys, local roads and arterials**
- **Other vegetation blocking views or encroaching on sidewalks**
- **Bicycle plan update**



# How do we measure progress?

- **Total number of collisions, fatalities, and serious injuries**
- **Total number of pedestrian collisions, fatalities and serious injuries**
- **Total number of bike collisions, fatalities and serious injuries**
- **Common contributing factors**
- **STA Boarding data in Priority Study Area**

# Implementation Grant Application

# Implementation Grant Example

Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	\$5,625,000
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	\$31,875,000

Project Type	Estimated Budget	Budget in Underserved Communities
Signalized intersection treatments (LPI, APS, ADA ramps/wayfinding)	\$15,200,000	\$14,980,000
Protected bike lanes	\$16,800,000	\$16,800,000
New sidewalks	\$2,800,000	\$2,800,000
Arterial traffic calming (speed humps, medians, etc)	\$1,500,000	\$1,500,000
Unsignalized pedestrian crossings (crosswalks, RRFB, refuge islands)	\$1,200,000	\$400,000
Total:	\$37,500,000	\$36,480,000
% of funds going to Underserved Communities		<b>97%</b>

# Spokane's Implementation Grant

Project Type	Estimated Budget	Budget in Underserved Communities
Bike lane projects (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , Sprague, Stevens, Washington, Mallon, Sharp, etc)	\$4.8M	\$4.35M
Pathway and sidewalk	\$0.5M	0.5M
Stairway replacement	\$1.7M	\$1.7M
Signalized Intersection Treatments	\$2.0M	\$1.9M
Unsignalized Intersection Treatments	\$2.0M	\$1.9M
<b>Total</b>	<b>\$11.0M</b>	<b>\$10.35M</b>
% funds going to underserved communities		94%

These are general estimates – will be refined by end of June.

# Future project prioritization

## Unsignalized Intersections

- **Over \$3M in need**
- **Applying for \$2M – will need to prioritize**

## Signalized Intersections

- **Over \$1.5M in need**
- **Applying for \$1.5-2M – will need to prioritize**

# Iron Bridge Pathway



**May need ROW acquisition to make the connection next to Iron Bridge Condos**

# 14<sup>th</sup> Avenue Stairway rebuild with sidewalk infill on Perry



Poor condition. Broken concrete, no handrail, odd-sized tread and risers, no lighting, no bike runnels sidewalk settlement, overgrown.

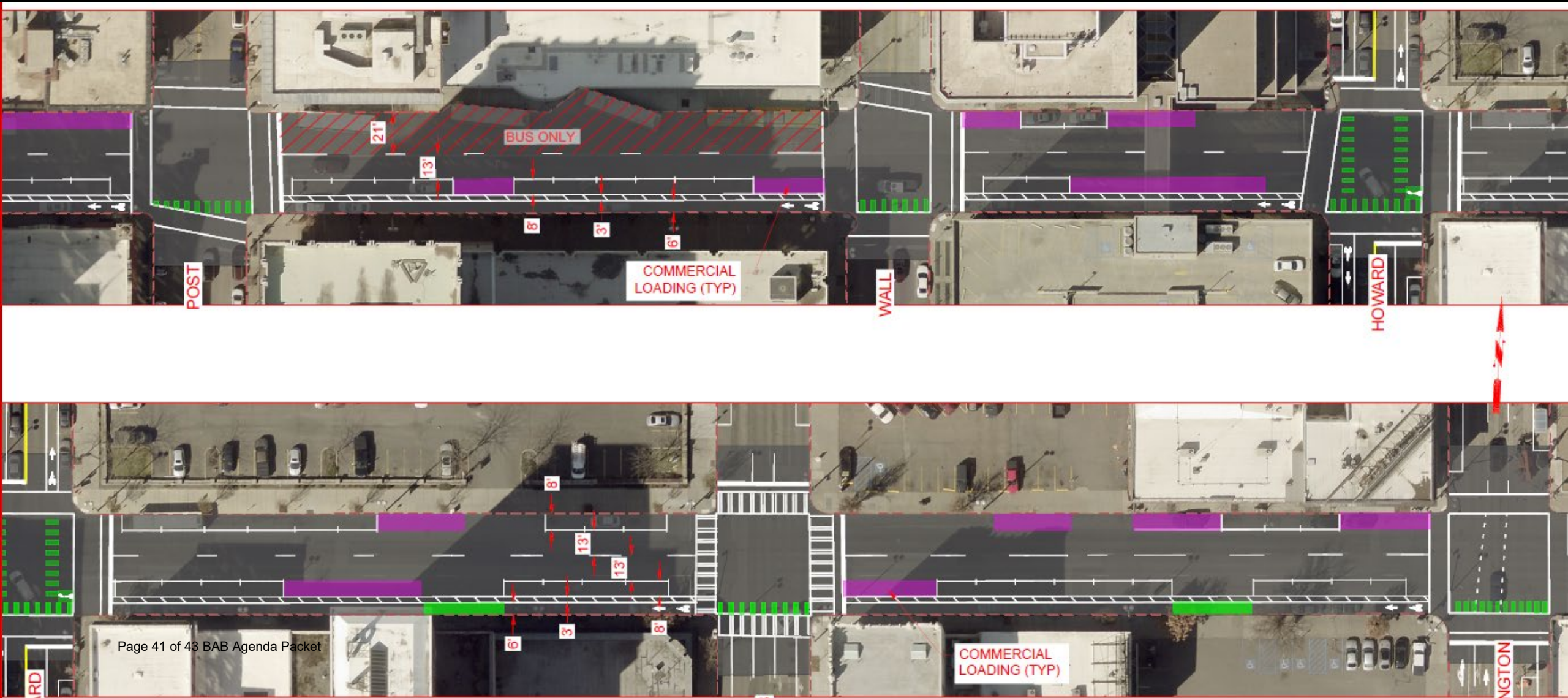


# Bike Lane on 1<sup>st</sup> Avenue

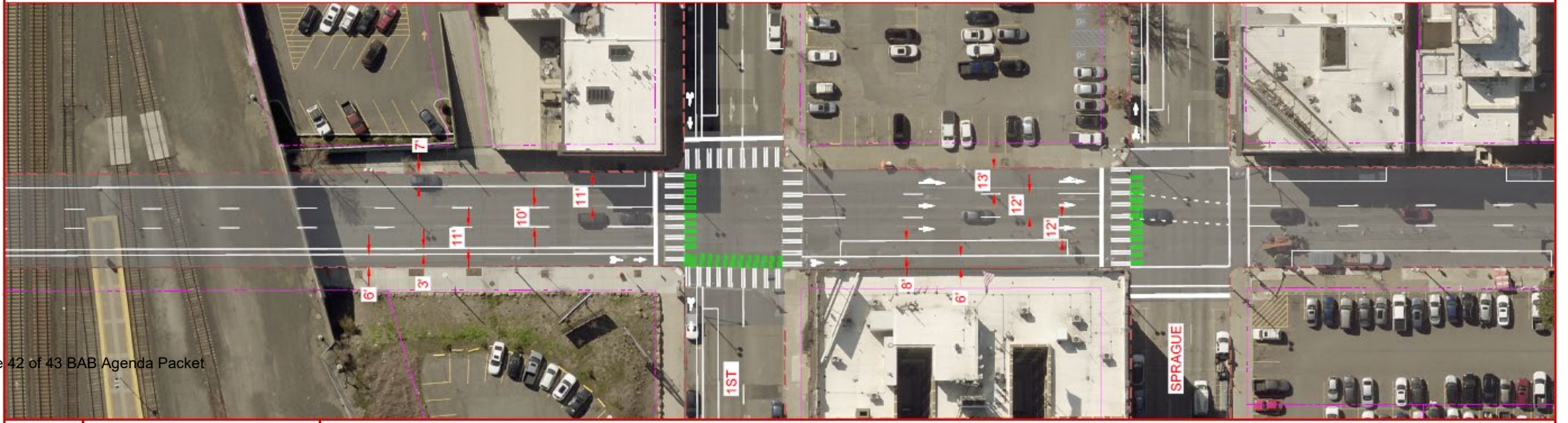




# Bike Lane on Sprague Avenue



# Washington from 5<sup>th</sup> to Sprague



# Stevens from 5<sup>th</sup> to Sprague

