



Bicycle Advisory Board

Tuesday November 19, 2024 – 6:00 PM to 7:30 PM

HYBRID – TELECONFERENCE AND IN-PERSON

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
Tyler Kimbrell (509) 625-6733 tkimbrell@spokanecity.org

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

- 1) Roll Call
- 2) Approve October 15, 2024, Meeting Minutes
- 3) Liaison Reports
- 4) Chair Report
- 5) Staff Liaison Updates

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

- 1) Riverside Ave Grind and Overlay – Monroe to Wall – Bike Lane Reconfiguration Concept – Lorena Croucher
- 2) 27 by 2027 Urban Mobility Network Introduction and Resolution – Spencer Gardner
- 3) 2025 Resurfacing Plan Coordination – Colin Quinn-Hurst

The next regularly scheduled meeting for December 17th will be canceled for the holidays. The next BAB meeting is scheduled for Tuesday January 21, 2024

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mowmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Bicycle Advisory Board Meeting Information

Tuesday, November 19, 2024

Bicycle Advisory Board will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 217 968 648 078

Passcode: wAN9yK

[Download Teams](#) | [Join on the web](#)

Meeting ID:
217 968 648 078

Passcode:
wAN9yK

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 116 540 092 1

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 424-566-7556,357588449#](#) United States, Beverly Hills

Phone Conference ID: 357 588 449#

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

The audio proceedings of the Bicycle Advisory Board meetings will be recorded and are available online.

Bicycle Advisory Board - Draft Minutes



Tuesday, October 15, 2024

Hybrid Meeting in the Council Briefing Center and Microsoft Teams Teleconference

Meeting Minutes: Bicycle Advisory Board meeting was called to order at 6:00 pm by Chair Grant Shipley.

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

None

Attendance for Plan Commission Workshop:

- Board Members Present: Grant Shipley, Charles Otto Greenwood, Pablo Monsivais, Taylor Stevens, Satish Shrestha, Lauren Pangborn, Brian Falteisek
- Board Members Not Present: Aren Murcar, Karim Habib, Christina Ramirez
- *Quorum Present: Yes*
- Staff Members Present: Ryan Shea, Tyler Kimbrell, Colin Quinn-Hurst

Minutes: Minutes from 9/17/2024 approved unanimously.

Briefing Session:

- Staff Liaison Update - Colin Quinn-Hurst
 - Transportation Commission should meet November 20th from 3-5pm as first meeting.
- Staff Liaison Update - Ryan Shea
 - Ryan Shared that he will be moving on after two years, and Tyler will be the next liaison. Tyler will be backed up by Jackie Churchill. That is the plan for the end of the year.

Current Agenda: The current agenda was approved with minor changes.

Informational, Discussion and/or Action Items:

- 29th Ave & Arthur St and Grand Blvd Safety Project Update
 - Presentation provided by Inga Note
 - Questions asked and answered.
 - Discussion ensued.
- General Project Updates
 - Presentation provided by staff member Colin Quinn-Hurst
 - Questions asked and answered.
 - Discussion ensued.
- Accelerated Mobility Playbook (AMP) Workshop
 - Presentation provided by staff member Tyler Kimbrell.
 - Questions asked and answered.
 - Discussion ensued.

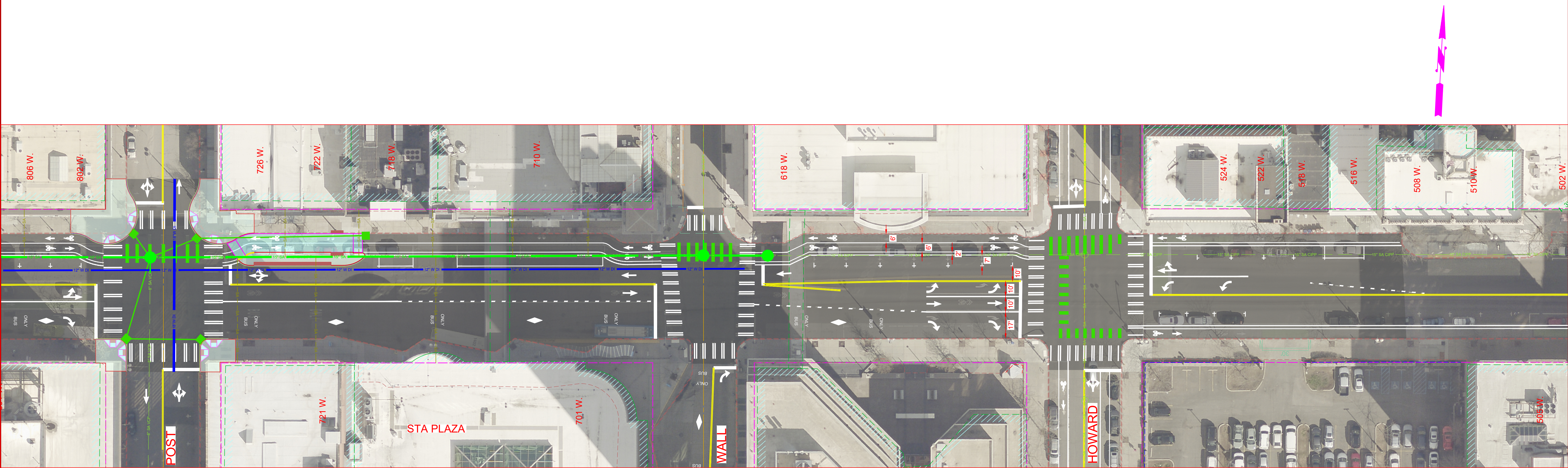
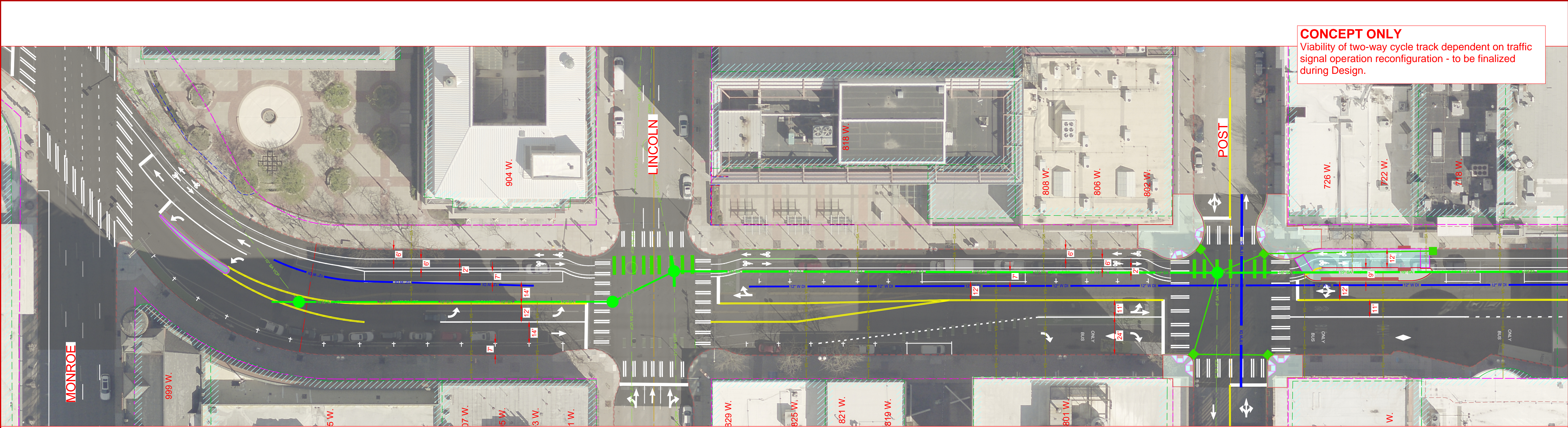
- BAB November Mobile Ride Planning
 - Presentation provided by staff member Ryan Shea.
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 7:37 PM.

Next regularly scheduled Bicycle Advisory Board Meeting is on Tuesday, November 19, 2024.

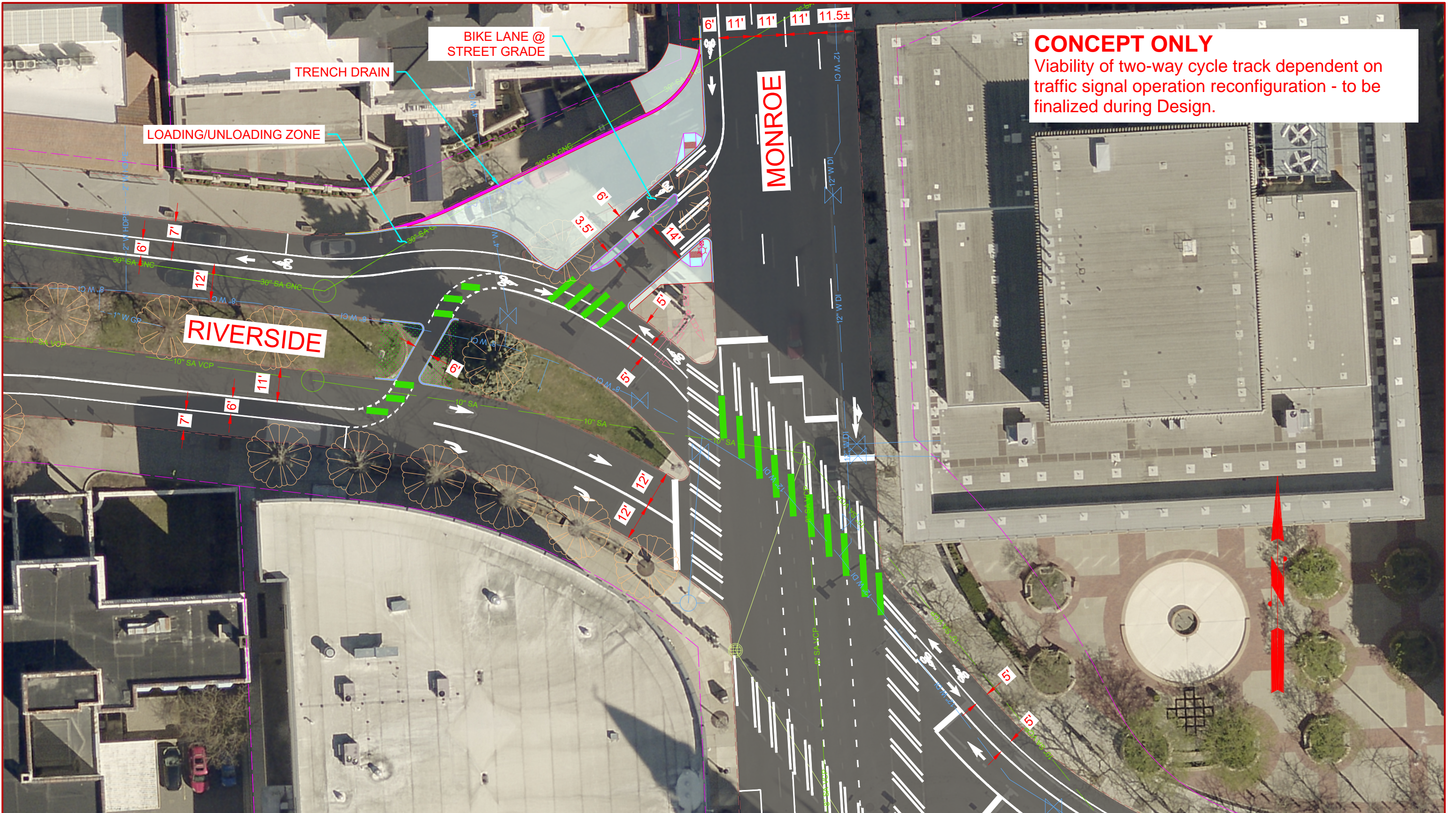
DRAFT

CONCEPT ONLY
 Viability of two-way cycle track dependent on traffic signal operation reconfiguration - to be finalized during Design.



Plotted On: Oct 17, 2024 - 10:58am
 C:\Users\jball\Documents\Working From Home\Riverside Ave from Monroe to Wall - 2017087110 - Drawings\Auto CAD\Riverside - Monroe to Wall.dwg

Plotted On: Nov 04, 2024 - 3:47pm A:\8 - Reference Study-Report Data\AutoCad Drawings\Internal Request - Network\Kevin\Riverside & Monroe Intersection\10 - Drawings\Auto CAD\Riverside & Monroe Intersection.dwg



CONCEPT ONLY
Viability of two-way cycle track dependent on traffic signal operation reconfiguration - to be finalized during Design.



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

RIVERSIDE & MONROE

INTERSECTION RECONFIGURE

BRIEFING PAPER
City of Spokane
Bicycle Advisory Board
Planning and Economic Development Department
November 20, 2024

Subject

City Council has supported a proposal to build an “urban mobility network”. If successful, the project would result in the construction of 27 miles of new, high-comfort bikeways reaching most parts of the City.

The network would focus largely on calm, low-traffic neighborhood streets, with more significant infrastructure investments at major roadways where crossings may be difficult.

A draft schematic map of the proposed network is included in the packet. This is conceptual and aspects of the program may change.

Impact

The urban mobility network could significantly improve connectivity throughout the City for people riding bikes or walking.

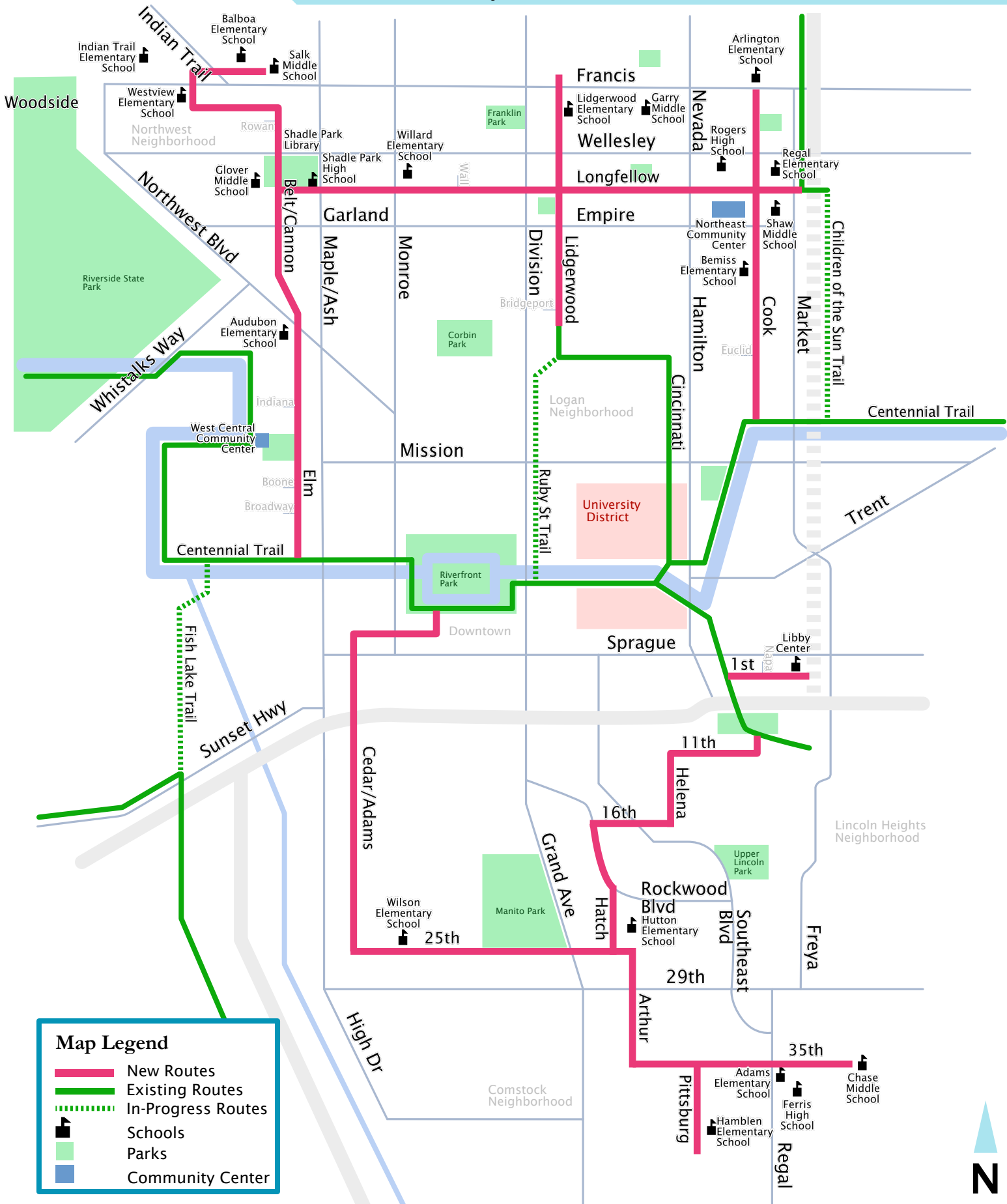
Action

The Bicycle Advisory Board may desire to adopt a resolution showing support of the concept. No formal action is required at this time.



27 by 2027

Urban Mobility Network



Map Legend

- New Routes
- Existing Routes
- ⋯ In-Progress Routes
- Schools
- Parks
- Community Center



DECLARING THE BICYCLE ADVISORY BOARD'S SUPPORT OF THE PROPOSED "27 BY 2027"
URBAN MOBILITY NETWORK

WHEREAS, serious and fatal crashes are on the rise in the City of Spokane; and

WHEREAS, data from the Spokane Regional Transportation Council (SRTC) indicates that crashes involving a person walking account for only 4% of all crashes in the City of Spokane, but account for 40% of fatal crashes and 30% of crashes with serious injuries; and

WHEREAS, the Spokane City Council adopted a Complete Streets Program in 2011 with the purpose of accommodating all users in the construction of all City of Spokane transportation projects; and

WHEREAS, the City of Spokane added \$2.4 million to the \$9.6 million federal award to implement the Spokane Safe Streets for All program of projects including crosswalk improvements, ADA ramps, signal adjustments, bike lanes, shared-use pathways, and other safety and mobility projects; and

WHEREAS, adaptive design strategies offer a low-cost method of street design that use temporary traffic-calming measures, resulting in rapid installation of safety improvements to test street changes before executing permanent projects; and

WHEREAS, there are major arterial roads in the City of Spokane, such as Division Street, where a parallel route on a lower-traffic street is generally a more cost-effective and efficient way to provide for travel by bicycle compared to a bicycle facility on the major arterial; and

WHEREAS, some major arterial roads, such as Division Street, lack the necessary right-of-way to safely and efficiently prioritize people riding transit, walking, or biking equally without negatively impacting congestion, safety, and multi-modal uses on other transportation corridors in the City's transportation network; and

WHEREAS, local-access residential streets across much of the City of Spokane already exhibit characteristics, such as low speeds and low volumes of automobiles, that are conducive to comfortable travel on foot or on wheels; and

WHEREAS, a fully-connected network is critical to the usability and comfort for people traveling by bicycle; and

WHEREAS, on November 4, 2024 the Spokane City Council unanimously adopted RES 2024-0103 in support of the proposed "27 by 2027" Urban Mobility Network;

NOW THEREFORE, BE IT ESTABLISHED that the City of Spokane Bicycle Advisory Board registers its support of the "27 by 2027" Urban Mobility Network as proposed by City staff and approved by City Council.

City of Spokane 2025 Construction Map Central

For Project Updates Visit
<https://my.spokanecity.org/projects/construction>

DATE: October 3, 2024

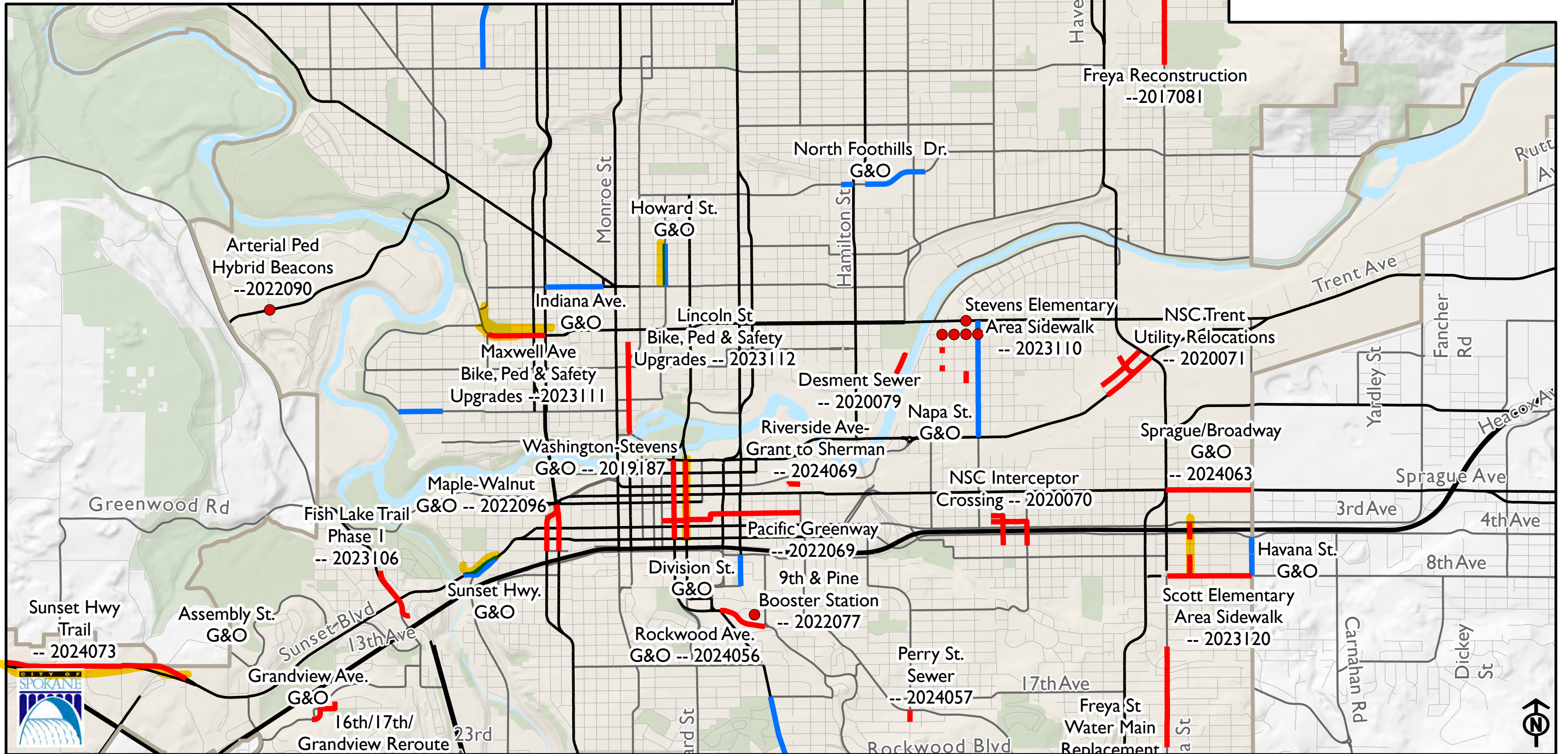
Legend

- Capital Projects
- Street Department Led Maintenance

**This map shows projects planned for construction in 2025*

Not Pictured

- 2025 Street Maintenance
- Curb Ramps
- Cycle 12 Traffic Calming
- 2025 Local Access St. ChipSeal
- 2025 Local Access St. G&O



City of Spokane 2025 Construction Map North

For Project Updates Visit
<https://my.spokanecity.org/projects/construction>

DATE: October 3, 2024

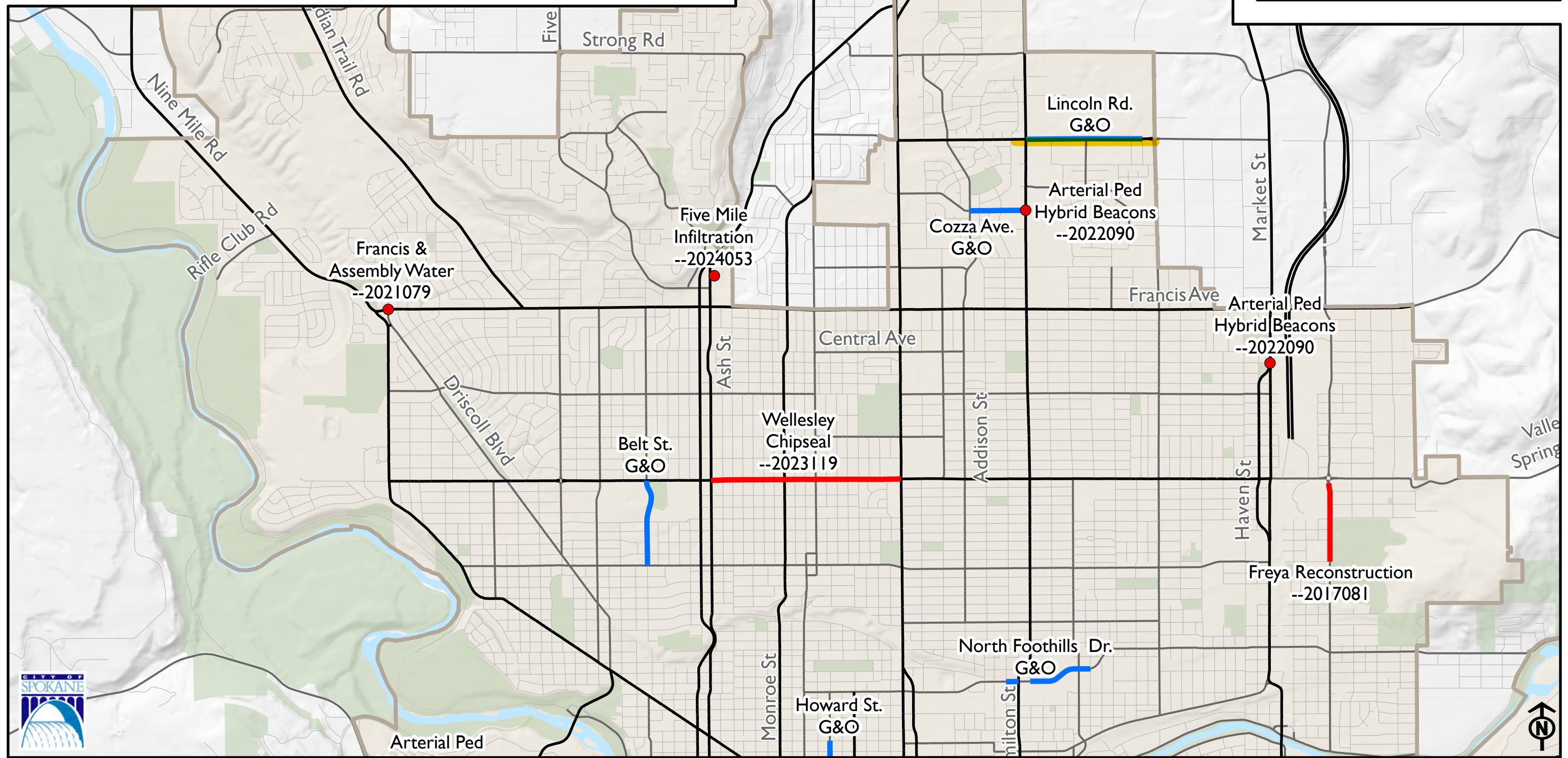
Legend

- Capital Projects
- Street Department Led Maintenance

**This map shows projects planned for construction in 2025*

Not Pictured

- 2025 Street Maintenance
- Curb Ramps
- Cycle 12 Traffic Calming
- 2025 Local Access St. ChipSeal
- 2025 Local Access St. G&O



2025 Arterial Maintenance Projects

| Work Type | Project Name | Area (Yds.) | Segment Miles | Lane Miles | PCI | AVG ADT | Matrix | District | Cost |
|-----------|---------------------------------------|-------------|---------------|------------|------|---------|--------|-------------------------------------|-------------|
| Grind | Napa - Trent to Mission | 12,000 | 0.7 | 1.4 | 44.7 | 7,892 | 4.4 | 1 - NE | \$336,000 |
| Grind | North Foothills - Hamilton to Hogan | 10,536 | 0.4 | 1.6 | 53.0 | 12,047 | 3.8 | 1 - NE | \$294,996 |
| Grind | Lincoln Rd - Nevada To Martin (Lanes) | 9,807 | 0.7 | 1.4 | 38.8 | 5,508 | 3.6 | 1 - NE | \$274,596 |
| Grind | Cozza - Standard to Nevada | 9,594 | 0.3 | 1.0 | 37.5 | 1,766 | 3.6 | 1 - NE | \$268,644 |
| Grind | Havana - Hartson to 3rd | 6,421 | 0.2 | 0.5 | 39.0 | 9,406 | 5.2 | 2 - S | \$179,797 |
| Grind | Geiger - Grove to Lawton | 21,067 | 0.8 | 1.6 | 56.6 | 3,568 | 4.8 | 2 - S | \$589,876 |
| Grind | Division - 7th to 4th | 5,491 | 0.2 | 0.4 | 49.7 | 7,408 | 4.0 | 2 - S | \$153,748 |
| Grind | Grand - 29th to 17th | 20,122 | 0.8 | 3.4 | 54.9 | 14,171 | 4.0 | 2 - S | \$563,422 |
| Grind | Sunset - Couer D Alene to Cannon | 6,571 | 0.5 | 0.5 | 63.8 | 13,275 | 6.7 | 3 - NW | \$183,988 |
| Grind | Howard - Indiana to Montgomery | 7,339 | 0.3 | 0.5 | 56.0 | 1,438 | 3.9 | 3 - NW | \$205,489 |
| Grind | Broadway - A to Cochran | 5,118 | 0.2 | 0.5 | 36.0 | 1,118 | 3.8 | 3 - NW | \$143,298 |
| Grind | Belt - Garland to Wellesley | 11,880 | 0.5 | 1.0 | 56.8 | 5,626 | 3.8 | 3 - NW | \$332,640 |
| Grind | Indiana - Maple to Madison | 10,268 | 0.3 | 0.7 | 53.0 | 1,720 | 3.5 | 3 - NW | \$287,504 |
| | Total Area: | 136,214 | | | | | | | |
| | | | | | | | | Crack Seal Projects: | \$500,000 |
| | | | | | | | | Arterial Curb Ramp Projects: | \$1,000,000 |
| | | | | | | | | Arterial Total: | \$5,313,998 |

CIP Projects

| Work Type | Project Name | Area (Yds.) | Segment Miles | Lane Miles | PCI | AVG ADT | Matrix | District |
|-----------|---------------------------------|-------------|---------------|------------|------|---------|--------|----------|
| Grind | Lincoln - Post Bridge to Boone | 11,420 | 0.4 | 1.8 | 47.0 | 2,397 | 3.1 | 1 - NE |
| Chip | Wellesley - Maple to Division | 29,248 | 1.0 | 4.4 | 68.3 | 18,311 | 4.0 | 3 - NW |
| Grind | Alki/Broadway - Freya to Havana | 12,221 | 0.4 | 1.8 | 46.3 | 8,265 | 4.4 | 2 - S |
| Grind | Freya - 21st to 13th | 10,380 | 0.6 | 1.2 | 84.4 | 11,737 | 3.5 | 2 - S |
| Grind | Sprague - Freya to Havana | 17,553 | 0.5 | 2.5 | 44.3 | 17,476 | 3.9 | 2 - S |
| Recon | Freya - Garland to Wellesley | 8,960 | 0.5 | 1.1 | 83.8 | 10,356 | 2.8 | 1 - NE |
| Recon | Wellesley - Freya to Havana | 6,265 | 0.5 | 1.9 | 38.8 | 4,053 | 5.0 | 1 - NE |
| Grind | 3rd - Stevens to Division | 11,526 | 0.4 | 1.4 | 38.2 | 16,493 | 5.3 | 1 - NE |
| Grind | 3rd - Walnut to Stevens | 20,202 | 0.7 | 2.3 | 41.4 | 12,071 | 4.8 | 1 - NE |
| Grind | Stevens - 9th to 3rd | 2,125 | 0.1 | 0.3 | 37.0 | 10,618 | 4.6 | 1 - NE |
| Grind | Stevens - 9th to 3rd | 9,611 | 0.3 | 1.3 | 37.3 | 8,337 | 4.4 | 2 - S |
| Grind | Washington - 8th to 3rd | 2,125 | 0.1 | 0.3 | 59.0 | 13,835 | 4.2 | 1 - NE |
| Grind | Washington - 8th to 3rd | 7,295 | 0.3 | 1.0 | 38.5 | 10,260 | 4.7 | 2 - S |