



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for
7/21/2020 At 9:00 AM
Virtual

VIRTUAL MEETING - SEE BELOW FOR INFORMATION

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Subcommittee on any topic not on the agenda

Briefing Session:

9:00 - 9:15	1) Approval of the 4/14/2020 Meeting Minutes	
	2) Chair Report	John Dietzman
	3) Secretary Report	Louis Meuler
	4) Council Liaison Report	Michael Cathcart
	5) Stakeholder Report	

Workshops:

9:15 – 10:00	Comprehensive Plan Transportation Chapter amendments related to Bicycle and Railroad infrastructure	Inga Note / Colin Quinn-Hurst
10:00 – 10:30	Street Standards Update	Inga Note

Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 8/4/2020

In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.

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 Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Members of the general public are encouraged to join the on-line meeting using the following information:

To participate via video follow the link on your computer (click on “Join meeting”)

More ways to join:

Meeting number (access code): 146 836 6222

Meeting password: pcts

Tap to join from a mobile device (attendees only)

+1-408-418-9388,,1468366222## United States Toll

Join by phone

+1-408-418-9388 United States Toll

Global call-in numbers

Join from a video system or application

Dial 1468366222@spokanecity.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:

Louis Meuler at
plancommission@spokanecity.org

The audio proceedings of the Plan Commission meeting will be recorded, with digital copies made available upon request.

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Spokane Plan Commission Transportation Sub-Committee (PCTS) - Draft Minutes

April 14, 2020

City Council Briefing Center

Meeting Minutes: Meeting called to order at 9:00am by John Dietzman

Attendance:

- Subcommittee Members Present: Charles Hansen, Paul Kropp, Raychel Callary, Eve Nelson, Charlene Kay, Mike Tresidder, Rhonda Young, Kitty Klitzke, John Dietzman (Chair), Todd Beyreuther, CM Michael Cathcart
- Subcommittee Members Not Present: Dennis Morford, John Vansant, Heleen Dewey, Joe Tortorelli
- Quorum Present: yes
- Staff Members Present: Louis Meuler (Secretary), Kevin Picanco, Katherine Miller, Inga Note, Jackie Churchill

Public Comment:

None

Briefing Session:

Minutes from the February 4, 2020 meeting approved unanimously.

1. Chair Report - John Dietzman

- Reported that the Street Department has continued to work on essential maintenance and is starting on a trail paving job at Bosch Lot and will start on Grind and Overlay on NW Blvd. They have been compensating for social distancing by issuing face masks to employees where appropriate.

2. Secretary Report - Louis Meuler-

- Reported that all City Street Projects are still moving forward that were in the pipeline and some additional grind and overlays are being worked on to help stimulate the economy. There is a survey going out for North Division Project led by SRTC and there is an ongoing I95 study and several others that are moving forward too.

3. Council Liaison Report -Michael Cathcart

- Reported that the City Council has compressed their Monday meetings to take place only at 3:30 meeting and that all of their meetings are held virtually. They are working on facilitating open forum options and are planning on starting that soon. They are limited per the Governor's Order to conducting business that is routine and necessary. They did pass a Parks Measure to reduce speed limits in a few parks.

4. Stakeholders Report -

- Eve Nelson, Spokane Regional Transportation Council (SRTC) - Reported that they are under way with I95 and Division Study and are coming up with creative ways to reach public during coronavirus pandemic. They are waiting to see how the Stimulus Package funds will be released so that they can better respond to it.
- Charles Hansen, Whitman Neighborhood Council - He reported that he has been working from home during the Covid-19 Stay at Home Order.
- Charlene Kay, Washington State Department of Transportation (WSDOT) - She reported that many construction projects have been mostly suspended per the Governor's order. But they are working on post covid-19 personal safety plans. Studies and design efforts are continuing and

they are pursuing Phase 2 of West Plains study. She reported that they are also exploring ways to continue to engage with community.

- Rhonda Young, Bicycle Advisory Board - She reported that BAB did not meet in March; however, in February they discussed the construction plans for Post Street Bridge and how the Centennial Trail would be accommodated during construction and afterwards as well. She also reported that there is a 30% increase in bicycle traffic compared to last year at this time.
- Mike Tresidder, Spokane Transit Authority (STA) - has had a 10% reduction in service and has fare free buses. Face masks are available to employees. Construction is still moving forward. Revisiting service improvement program and funding. Also working on public engagement for the next 6 weeks.
- Raychel Callary, Lilac Services for the Blind- She reported that she is now a member of SRTC Advisory Committee. She reported that a new challenge that people with vision loss are experiencing is trying to adhere to 6ft. social distancing in public spaces.
- Paul Kropp, Neighborhood Alliance -He reported that the Pedestrian Transportation, and Traffic Committee (PeTT) Committee was looking ahead to discuss trails and greenways but Community Assembly meetings have been cancelled due to Covid-19 outbreak. But they are going to take a poll to see if members would be interested in holding virtual meetings.

Workshops/Presentations:

1. 6 Year Street Program Review

- Presentation provided by Kevin Picanco
- Questions asked and answered
- Discussion ensued

****Motion: The Plan Commission Transportation Subcommittee finds the new project selections for addition to the 20121-2026 Six-Year Transportation Improvement Program to be consistent with the policies of Chapter 4 Transportation of the city's comprehensive plan and recommends them to the Plan Commission for its consideration.***

Motion seconded - motion passed unanimously*

Meeting Adjourned at 10:05 AM

Next Plan Commission Transportation Subcommittee meeting is scheduled for Tuesday, May 5, 2020

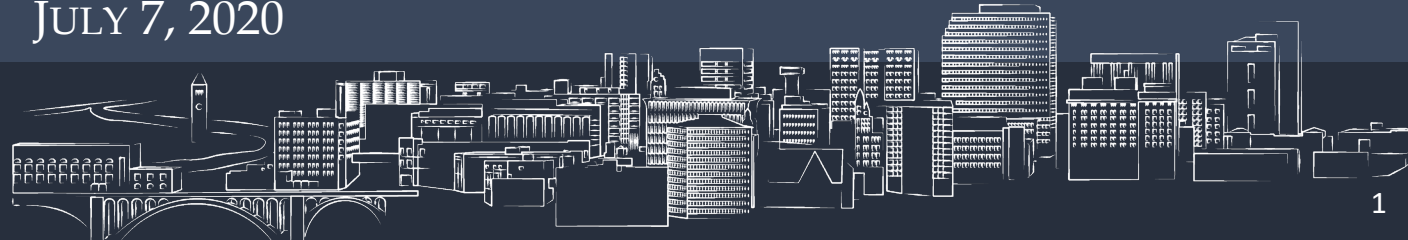
Bicycle Master Plan Amendments

Z20-019COMP

Colin Quinn-Hurst

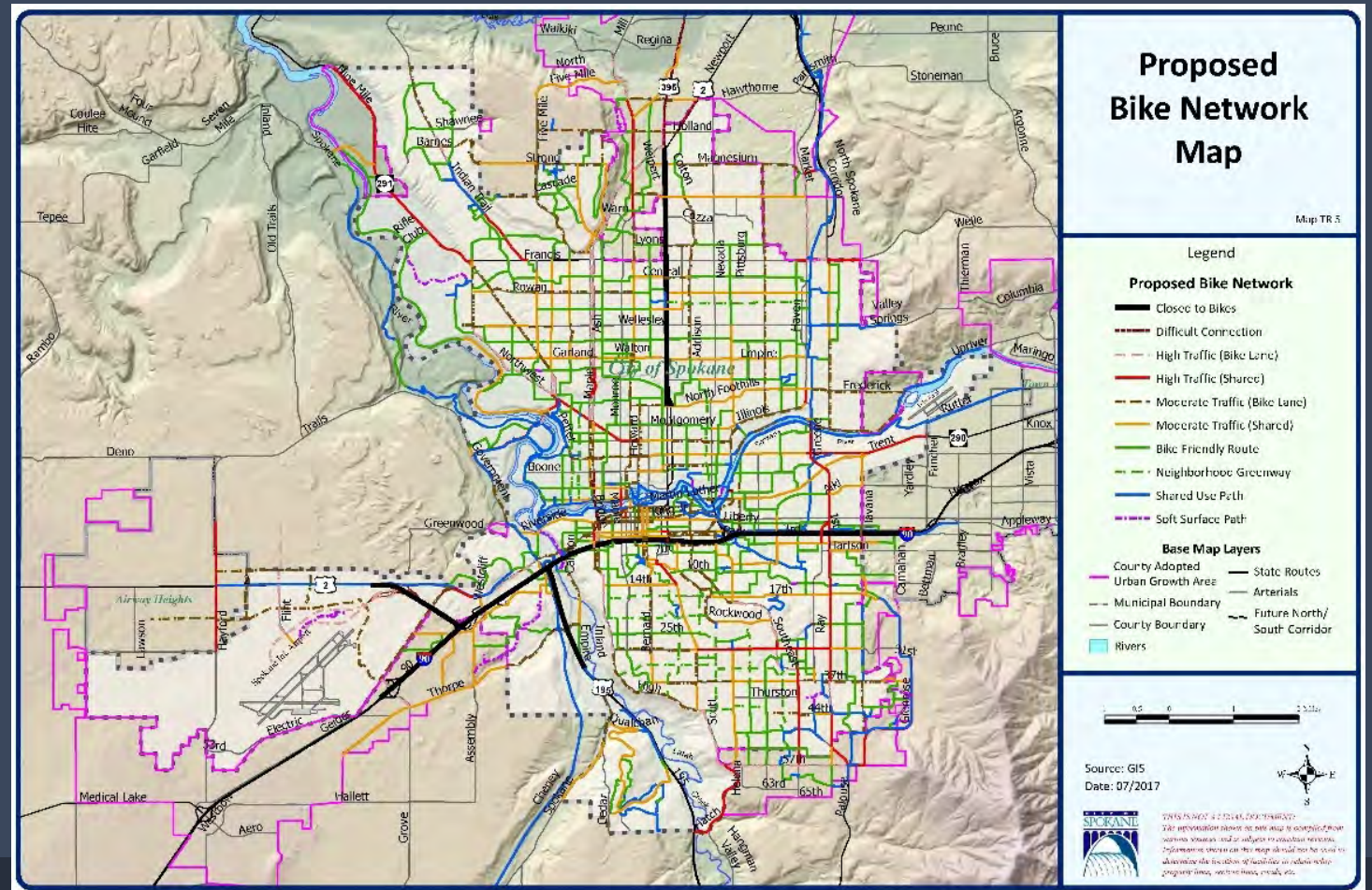
Department of Neighborhood and Planning
Services

JULY 7, 2020



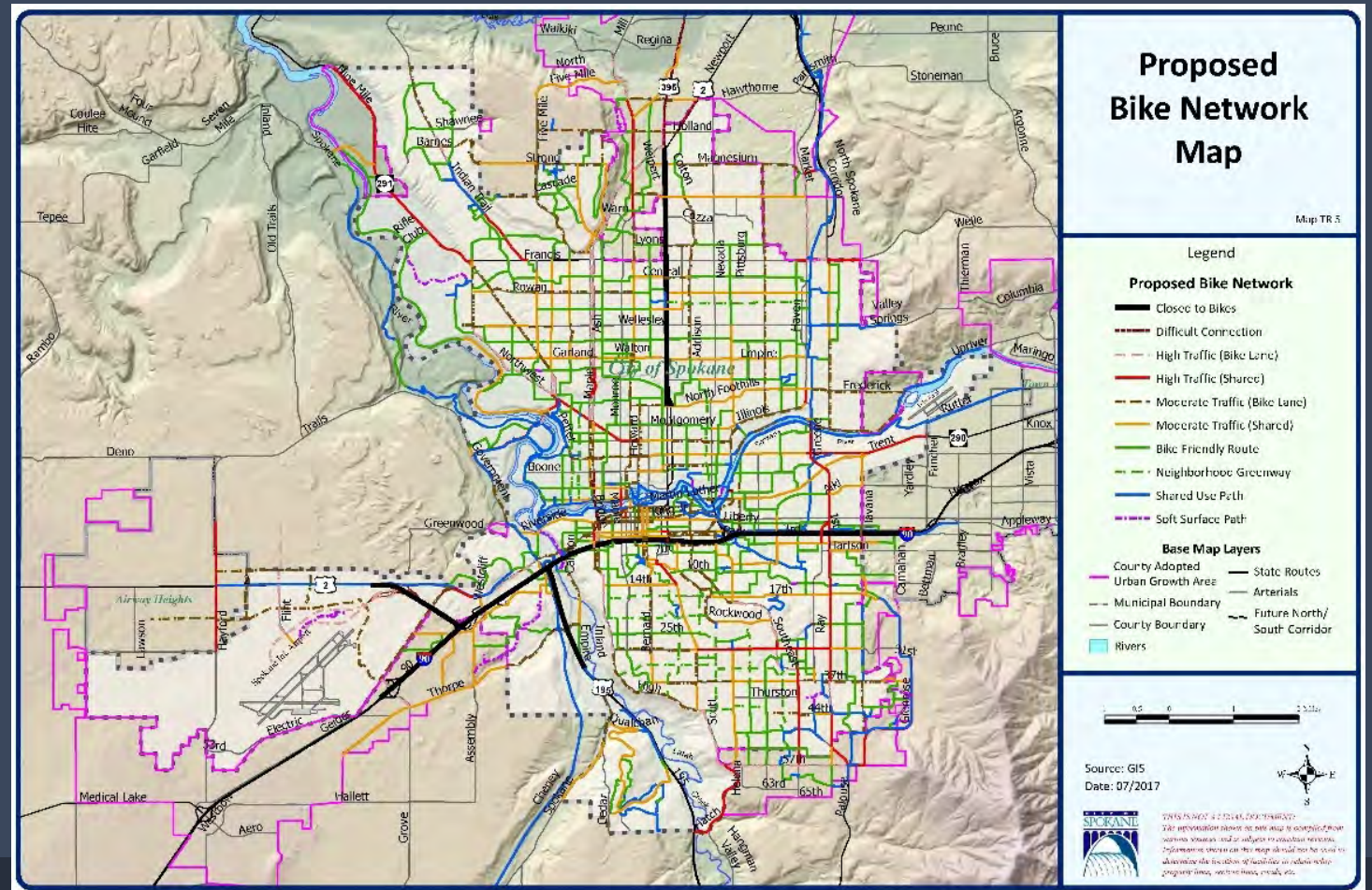
City-Sponsored Proposal

- File Z20-019COMP
- Various amendments to the Bike Master Plan
- Necessitates Changes to Map TR-5 in Chapter 4, Transportation



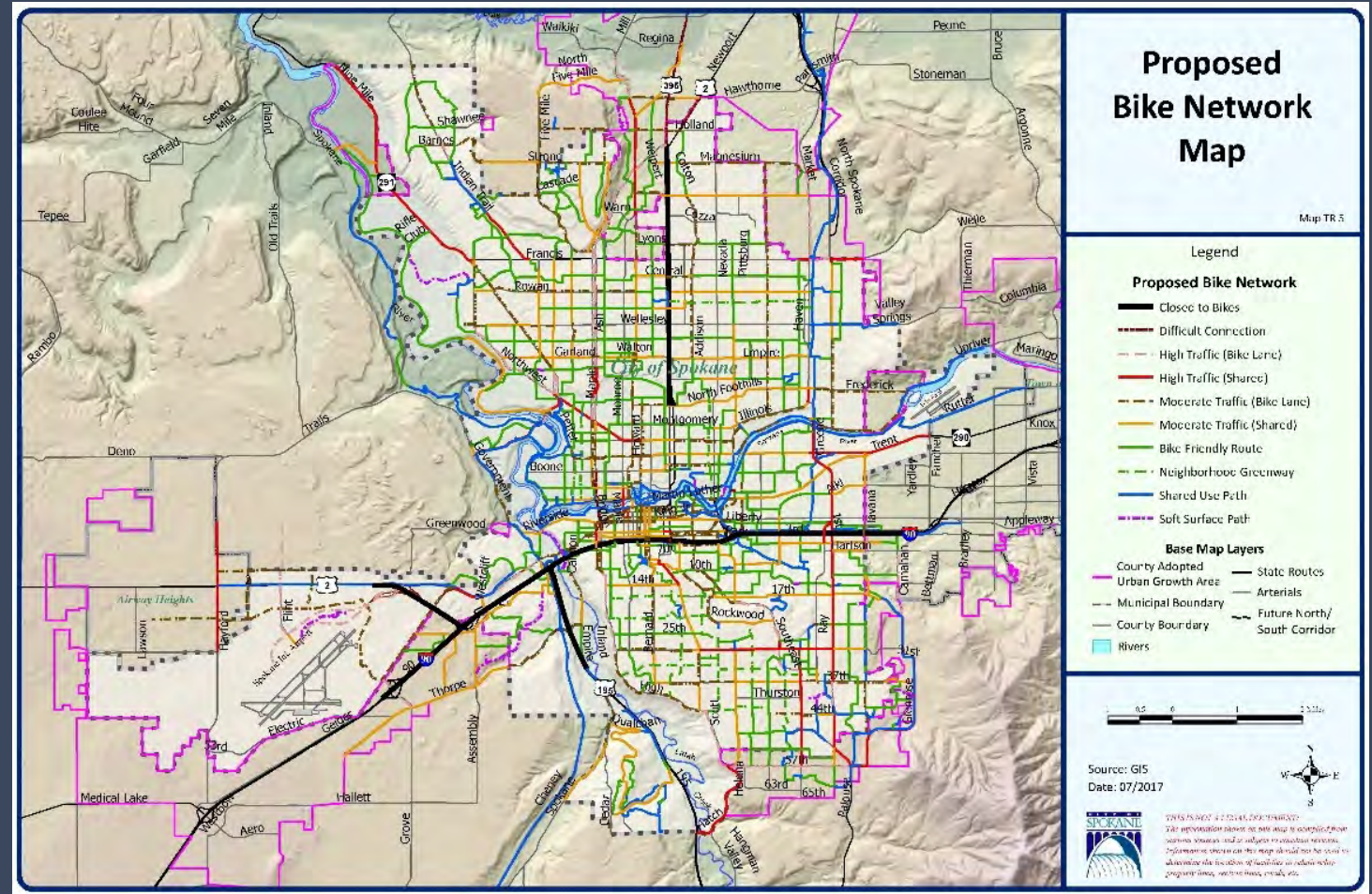
Purpose

- 20 Year Vision
- Reference for project development
- Funded and unfunded

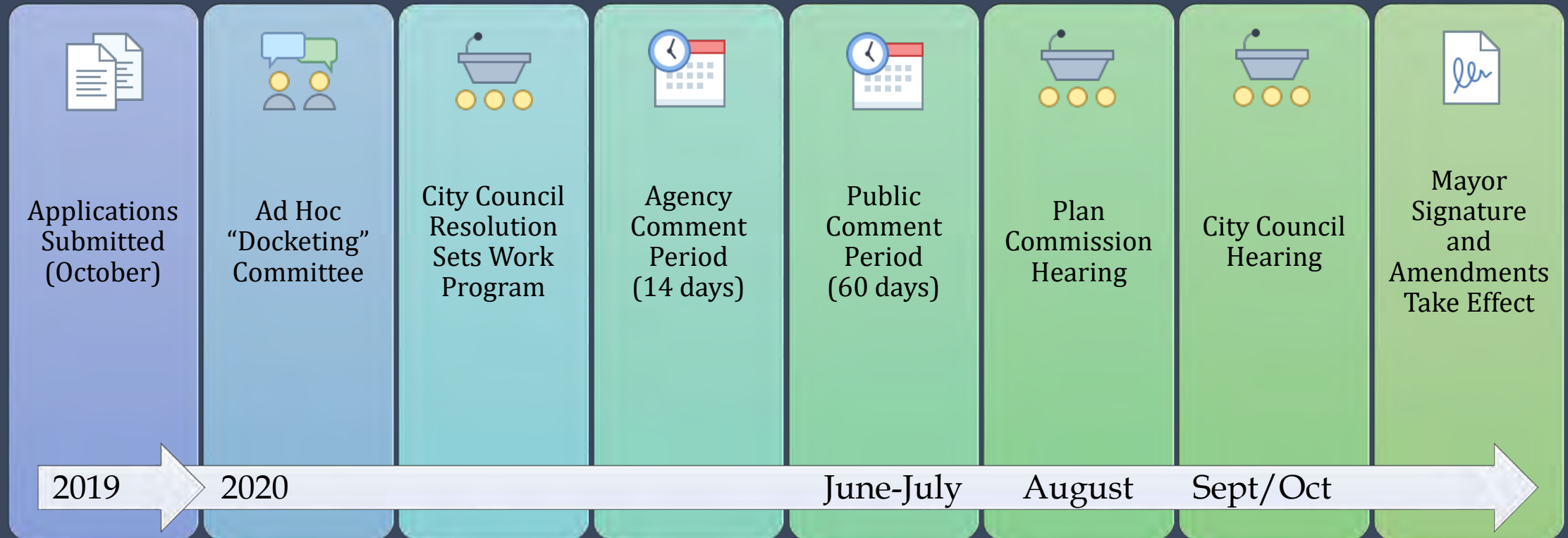


Process

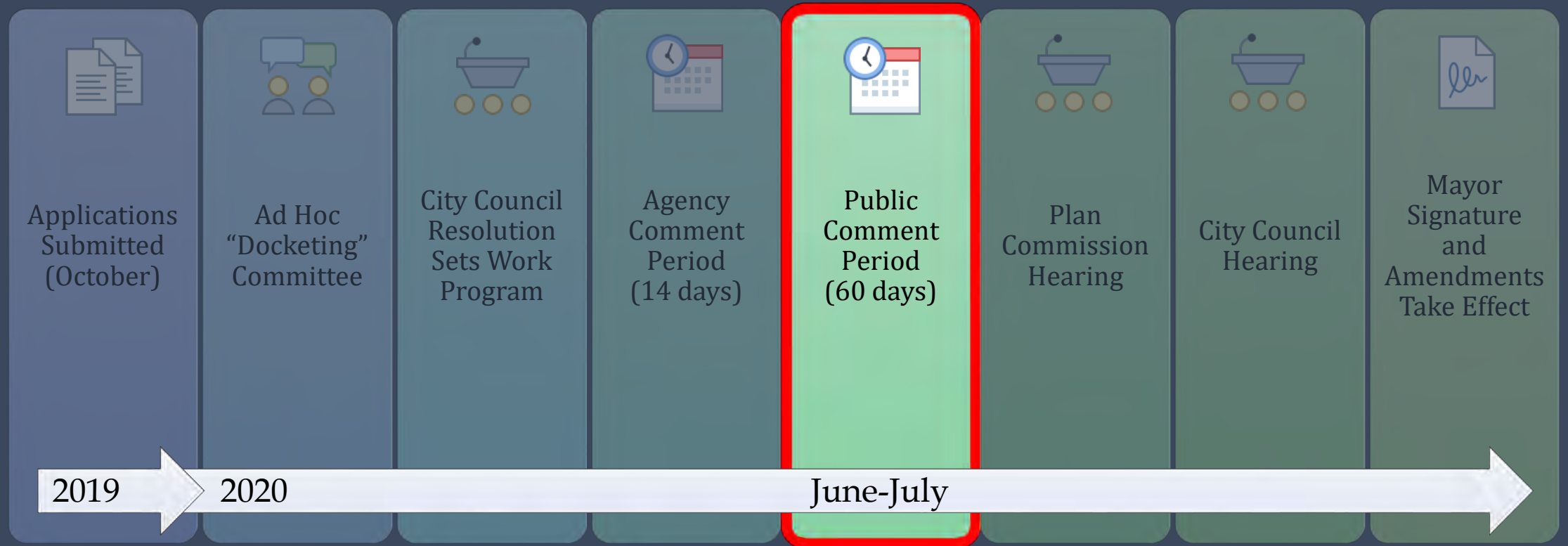
- **Summer-Fall 2019**
 - Running list of neighborhood proposals
 - Running list of spatial adjustments
- **Early 2020**
 - Council committee review - January
 - Submit SEPA Application - February
- **Spring/Summer 2020**
 - Agency Comment Period - April
 - Public Comment Period – May to July
 - Plan Commission – July/ August
- **Fall 2020**
 - Council Hearings – September/October



Annual Amendment Process



Annual Amendment Process



Text Amendment 1 – Protected Bike Lanes

- Replace “Cycle Track” with “Protected Bike Lane”



- Technically precise
- Emotionally resonant
- Adaptable by design
- Popular
- Non-alienating
- Embraced by Peers

Text Amendment 1 – Protected Bike Lanes

Define how
Protected Bike Lanes
apply to bike map



- Routes classified as **future bike lanes** may be considered for **protected bike lane designs** following additional assessment and review.
- Further network-level planning required to identify a system of routes best suited to these designs.

Text Amendment 2

- Remove outdated map references

BIKEWAY NETWORK MAPS

Spokane's bicycle facilities network includes protected bicycle lanes, bike lanes, shared-use paths, neighborhood greenways, shared roadways, and bike-friendly routes. The development of bicycle facilities is expected to take place over the course of the next 20 years. A number of unforeseen circumstances may affect the way that Spokane's bike network will develop. The Bicycle Facility Network Development Maps are not intended to define a specific time frame for the development of bike facilities within the city. These maps represent how the network may develop over time recognizing that the network cannot be created immediately. If an opportunity to develop any of the facilities on the map arises, that opportunity should be pursued. The bikeway network is shown in Map TR-5 in Comprehensive Plan Chapter 4: Transportation.

~~Existing Bikeway Network Map~~

~~Map BMP 1 shows all of the existing bicycle facilities in Spokane at the time of the adoption of the Bike Master Plan.~~

~~Future Bikeway Network Map~~

~~Map BMP 2 (Map TR 5) shows all the proposed bicycle facilities for the City.~~

Text Amendment 1

Cycle-Tracks Protected Bike Lanes

A **cycle-track protected bike lane** is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A **cycle-track protected bike lane** is physically separated from motor traffic and distinct from the sidewalk. **Cycle-tracks Protected bike lanes** have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, **cycle-tracks protected bike lanes** are located to the curb-side of the parking (in contrast to bike lanes).

Cycle-tracks Protected bike lanes may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the **cycle-track protected bike lanes** from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. These design features do raise different considerations—such as driveway conflicts, driver expectations, and maintenance issues that need to be addressed. By separating cyclists from motor traffic, **cycle-tracks protected bike lanes** can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public. Routes classified as future bike lanes in this plan may be considered for protected bike lane designs following additional assessment and review. Further network-level planning will be required to identify a system of routes best suited to these designs.

Figure 5. Examples of potential **cycle-track protected bike lane** designs



Text Amendment 2

Protected Intersections:

A protected intersection is an at-grade road junction in which cyclists and pedestrians are separated from cars. Vehicles turning right (in countries driving on the right, or left in countries driving on the left) are separated by a car length from crossing cyclists and pedestrians, providing increased reaction times and visibility. Drivers looking to turn right have better visibility to cyclists and pedestrians as they can look to the side for conflicts instead of over their shoulders.



BIKEWAY NETWORK MAPS

Spokane's bicycle facilities network includes protected bicycle lanes, bike lanes, shared-use paths, neighborhood greenways, shared roadways, and bike-friendly routes. The development of bicycle facilities is expected to take place over the course of the next 20 years. A number of unforeseen circumstances may affect the way that Spokane's bike network will develop. The Bicycle Facility Network Development Maps are not intended to define a specific time frame for the development of bike facilities within the city. These maps represent how the network may develop over time recognizing that the network cannot be created immediately. If an opportunity to develop any of the facilities on the map arises, that opportunity should be pursued. The bikeway network is shown in Map TR-5 in Comprehensive Plan Chapter 4: Transportation.

Existing Bikeway Network Map

Map BMP-1 shows all of the existing bicycle facilities in Spokane at the time of the adoption of the Bike Master Plan.

Future Bikeway Network Map

Map BMP-2 (Map TR-5) shows all the proposed bicycle facilities for the City.

Recent Projects

- Cowley – 4th to 9th Ave
 - New Bike Lane



Cowley, 4th to 10th

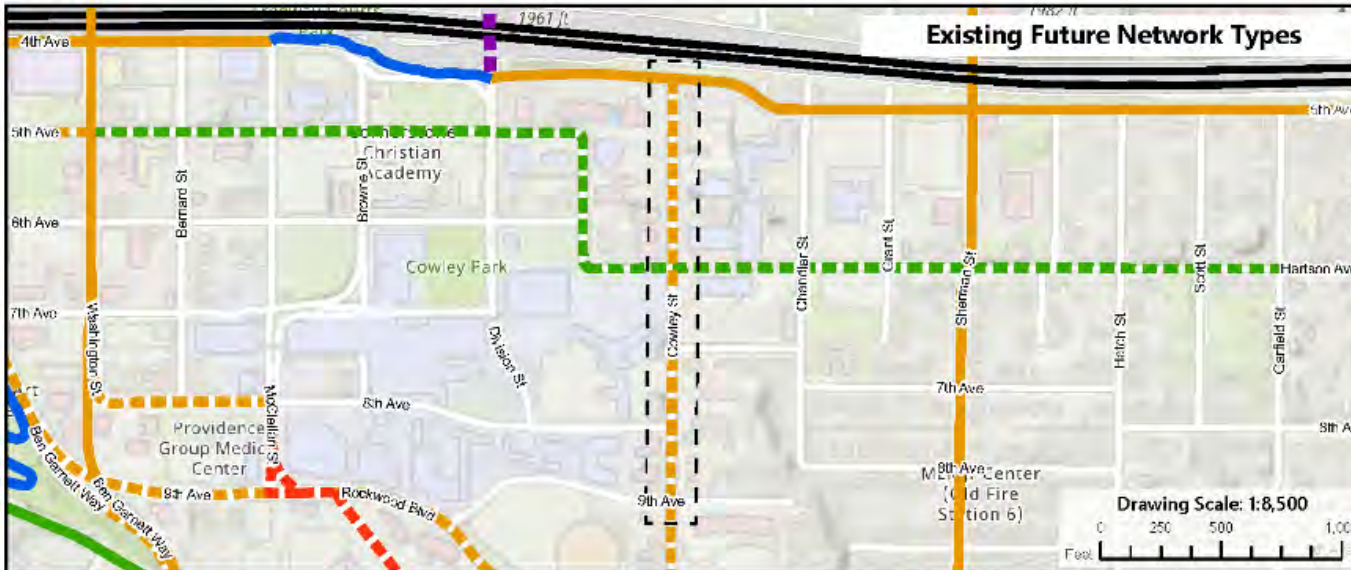


Z20-019COMP: Map TR-5, Proposed Modification 1 (Cowley St between 4th Ave and 9th Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

THIS IS NOT A LEGAL DOCUMENT
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

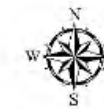
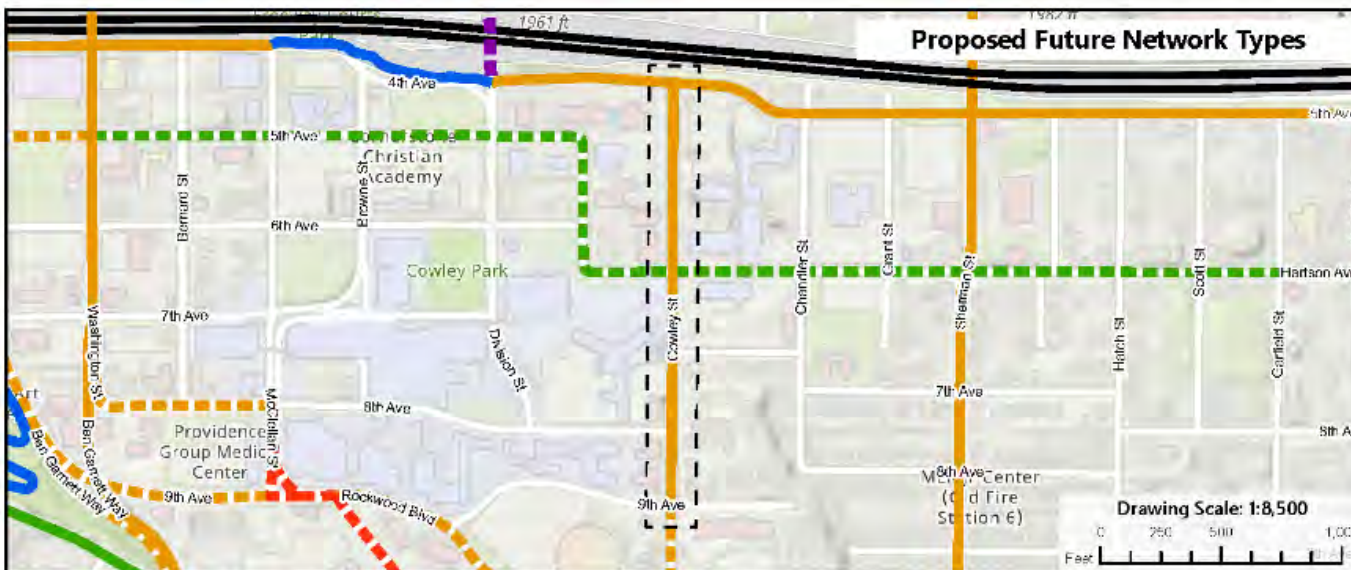


Legend

[] Area of Proposed Change

Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.33 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freiboll

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Recent Projects

- Strong Rd. – Nettleton Ln. to Austin Rd.
 - New Shared-Use Path



New Strong Rd. Shared-Use Path

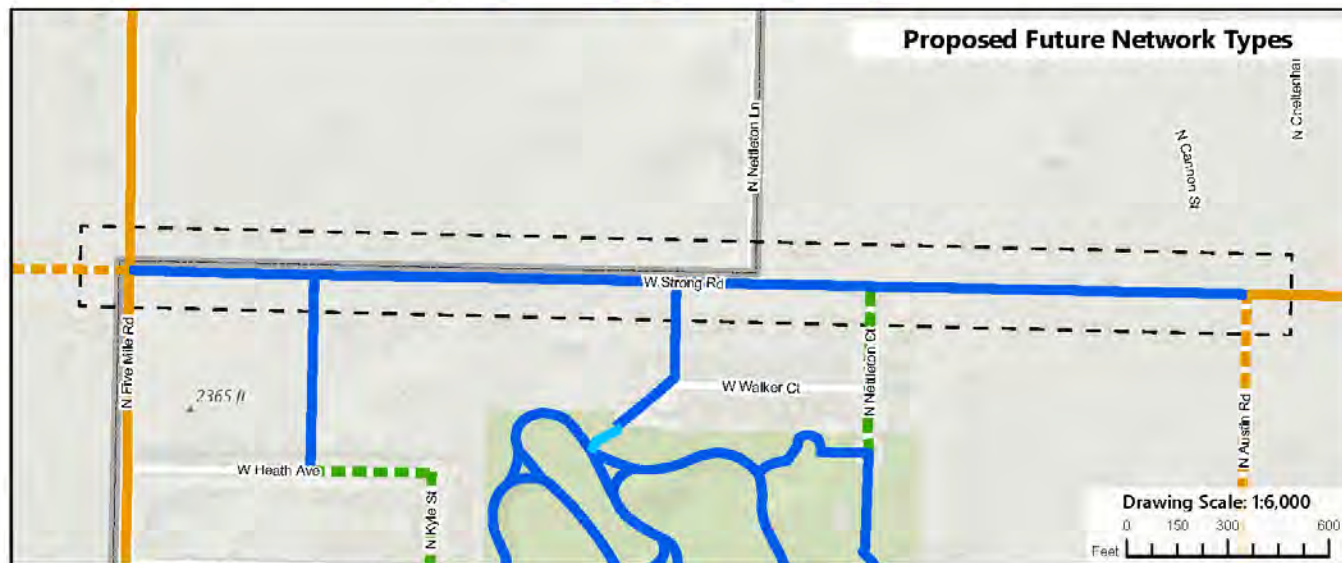
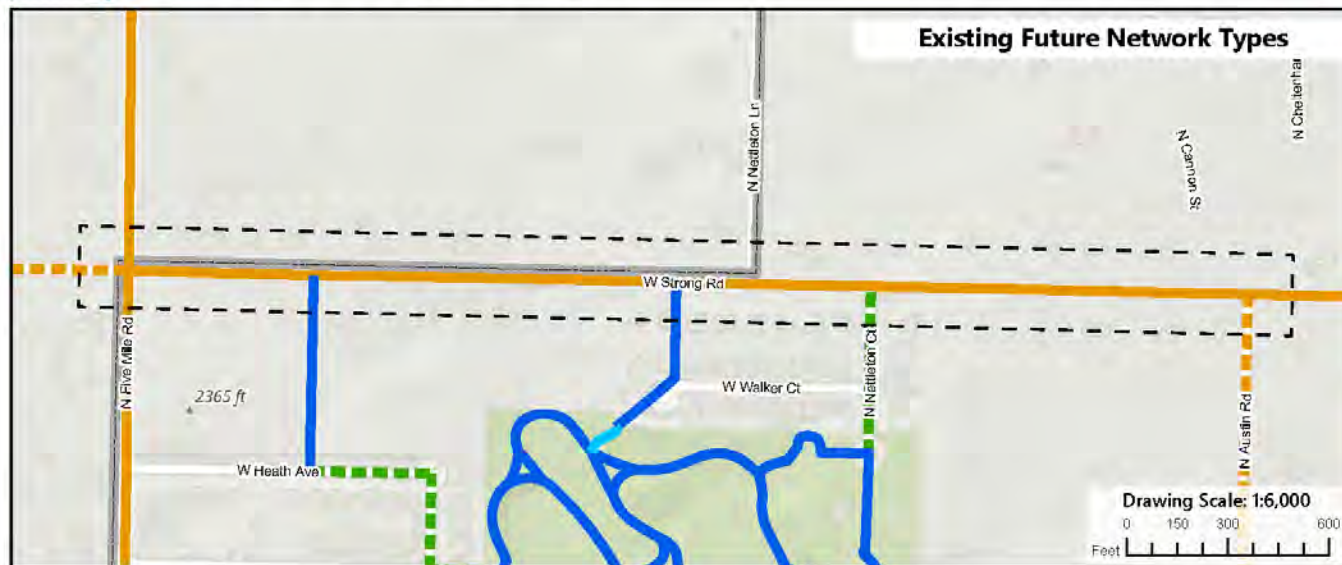


Z20-019COMP: Map TR-5, Proposed Modification 2 (Revised June 8) (Strong Rd between Five Mile Rd and Austin Rd)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 6/8/2020

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Legend

Area of Proposed Change

Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.63 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

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Neighborhood Greenways

Cook St.– Illinois Ave to Francis Ave

Connects:

- Illinois Ave
- Shaw Middle School
- NE Community Center
- NE Library

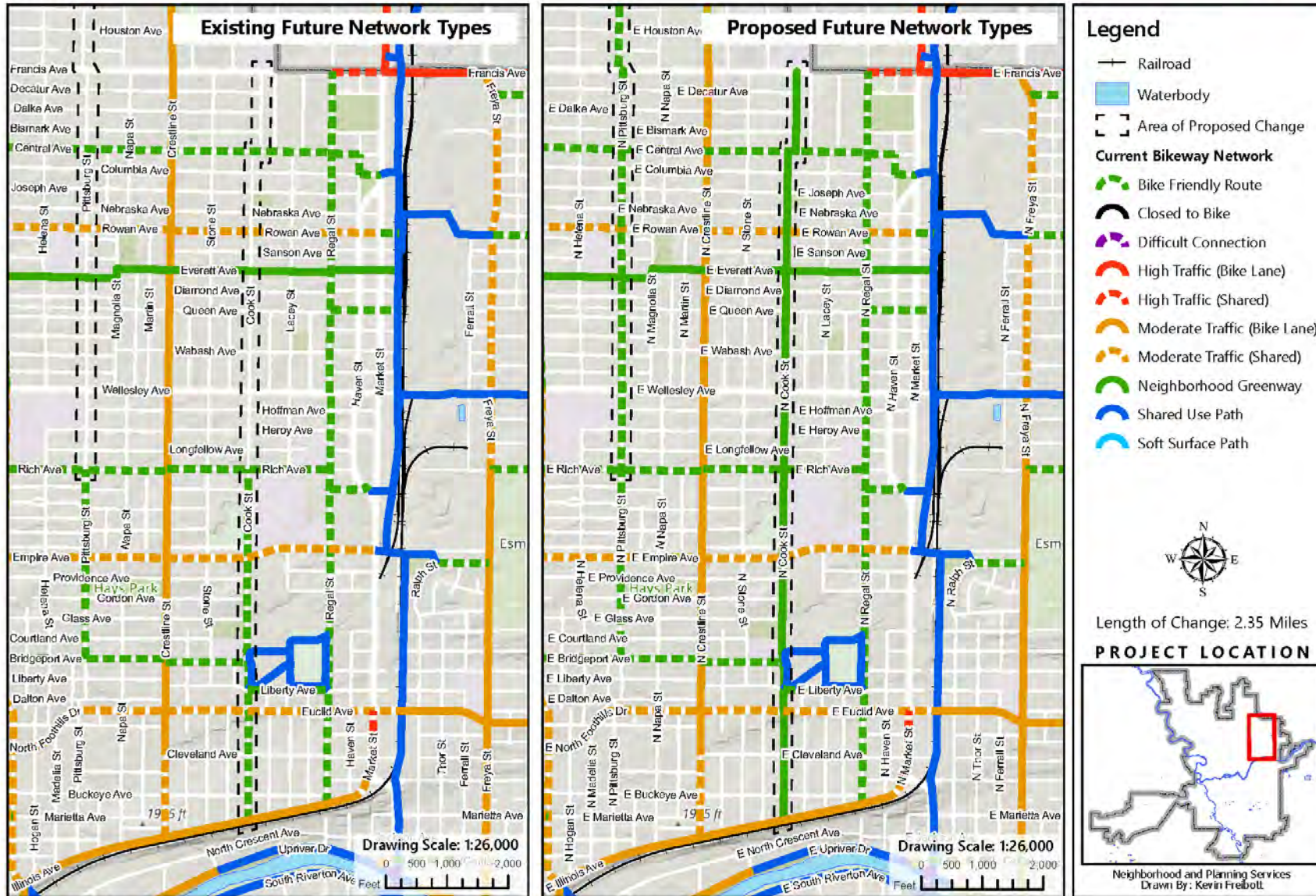


Z20-019COMP: Map TR-5, Proposed Modification 8 (Cook St between Francis Ave and Illinois Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/14/2020

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Neighborhood Greenways

Altamont Circle/10th/11th Ave– Grand Blvd to Mt. Vernon St.

Connects:

- 14th/Grand Businesses
- Grant Park
- Perry District
- Ben Burr Trail



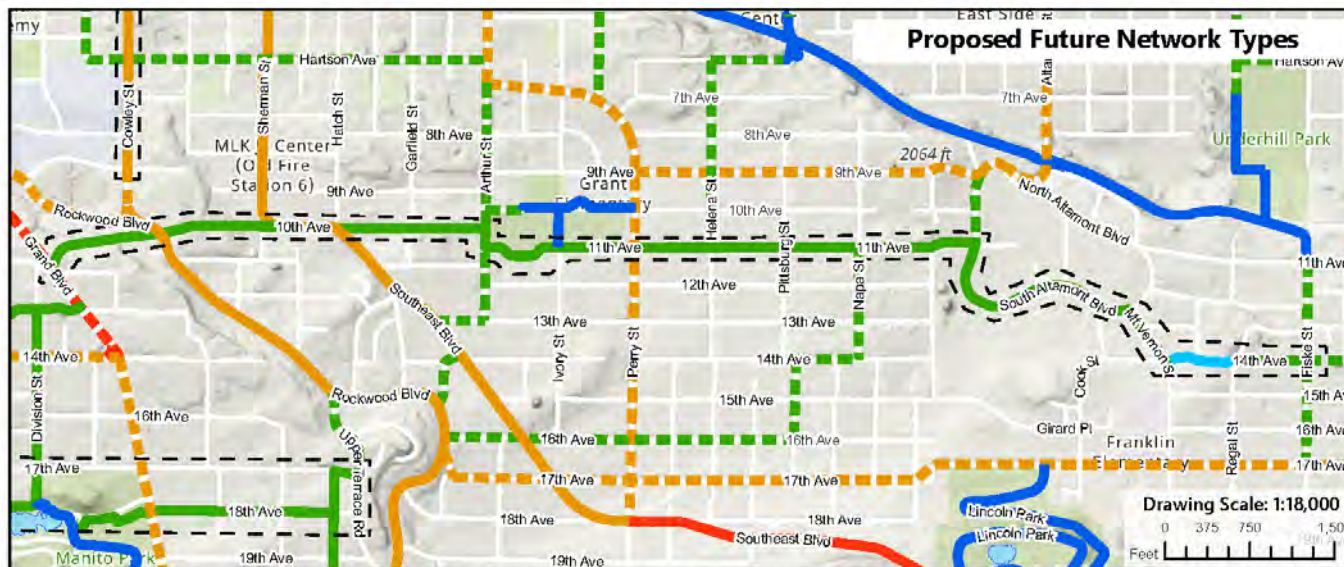
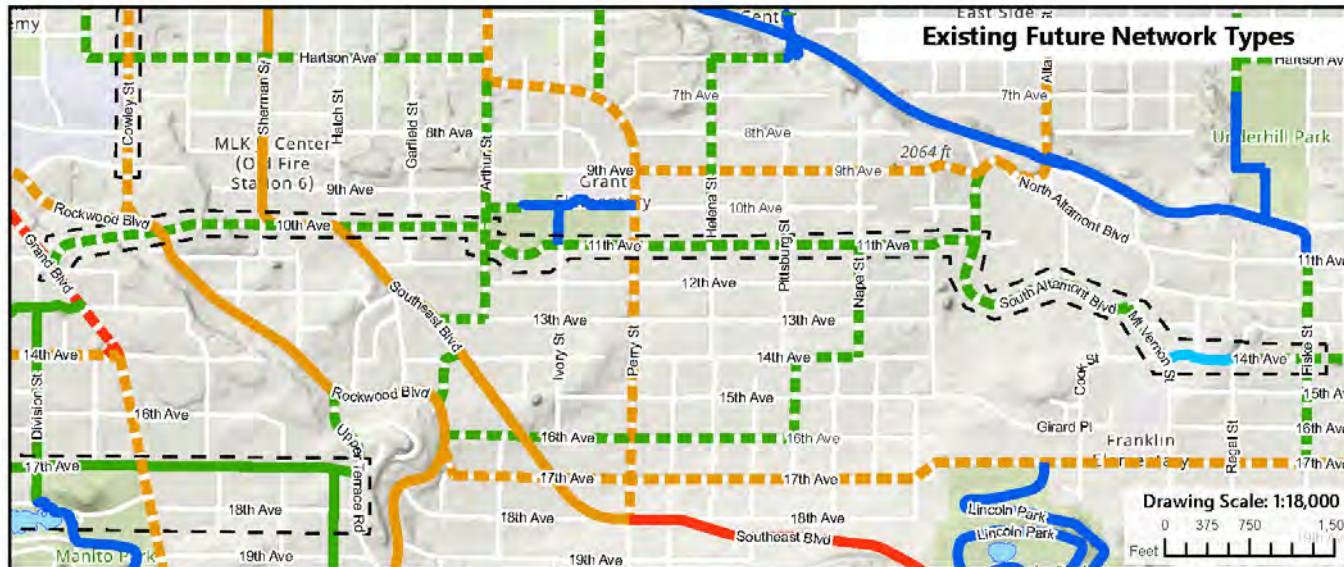
Z20-019COMP: Map TR-5, Proposed Modification 5 (Sumner Ave, 10th Ave, 11th Ave, Altamont Blvd, Mt Vernon St, 14th Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

- Waterbody
- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 3.26 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibolt

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17th/18th Ave. Neighborhood Greenway

Shifts from 17th to 18th Ave

- Stevens to Upper Terrace

- Connects:

- 18th RRFBS

- Schools

- Manito

- HAWKs

- Ped Destinations



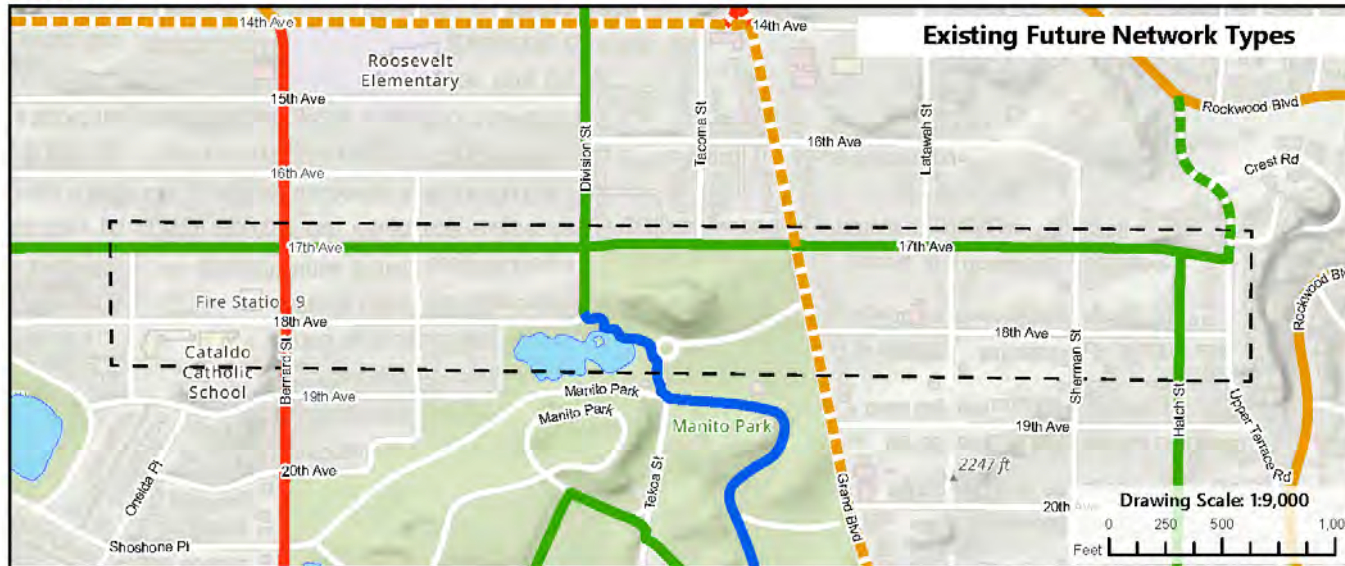
Existing HAWK signal at 18th Ave and Grand Blvd.



Z20-019COMP: Map TR-5, Proposed Modification 4 (17th Ave between Stevens St and Hatch St) 2019/2020 Comprehensive Plan Amendment Proposals

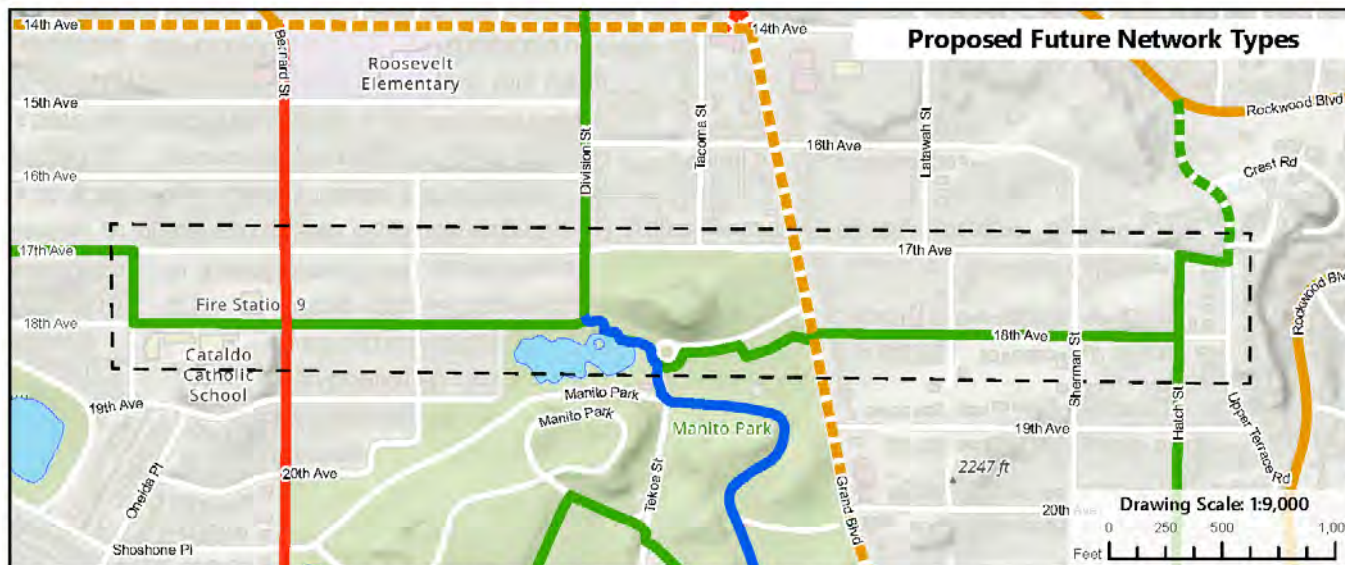
Drawn: 2/11/2020

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Legend

- Waterbody
- Area of Proposed Change
- Current Bikeway Network
 - Bike Friendly Route
 - Closed to Bike
 - Difficult Connection
 - High Traffic (Bike Lane)
 - High Traffic (Shared)
 - Moderate Traffic (Bike Lane)
 - Moderate Traffic (Shared)
 - Neighborhood Greenway
 - Shared Use Path
 - Soft Surface Path



Length of Change: 0.92 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kerin Freibolt

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Bike Lanes

Boone/Atlantic – Lincoln to Division

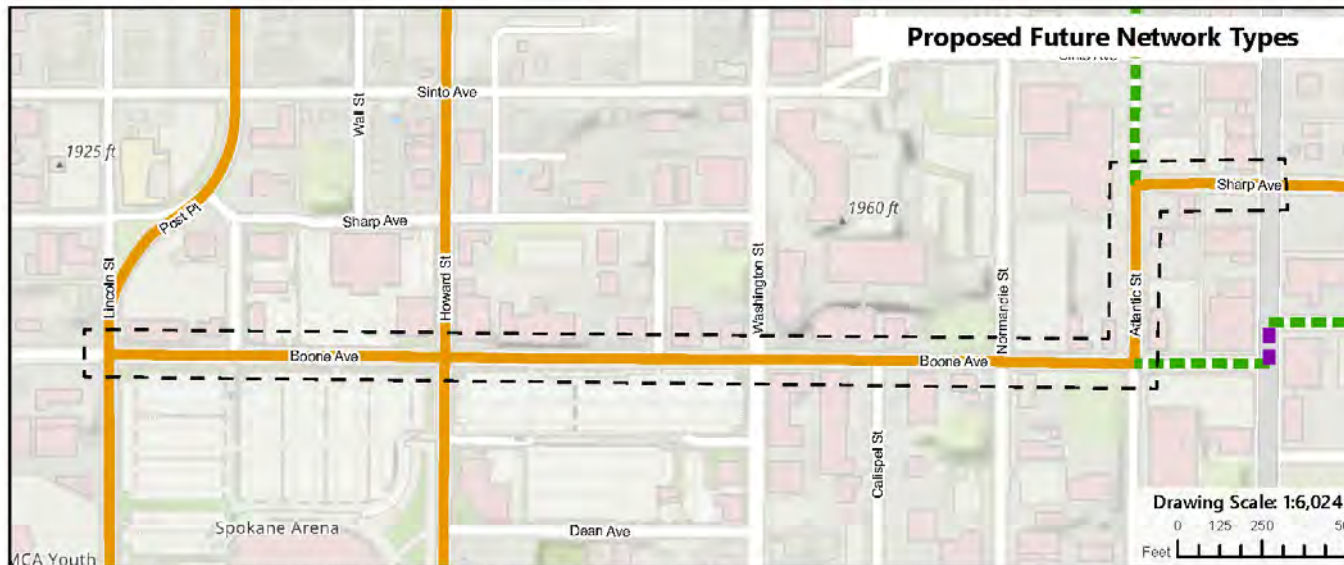




Z20-019COMP: Map TR-5, Proposed Modification 10
(Boone Ave, Atlantic St, & Sharp Ave between Lincoln St and Division St)
2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.75 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freiboll

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Bike Lanes

Altamont St. – 5th Ave to Main Ave.





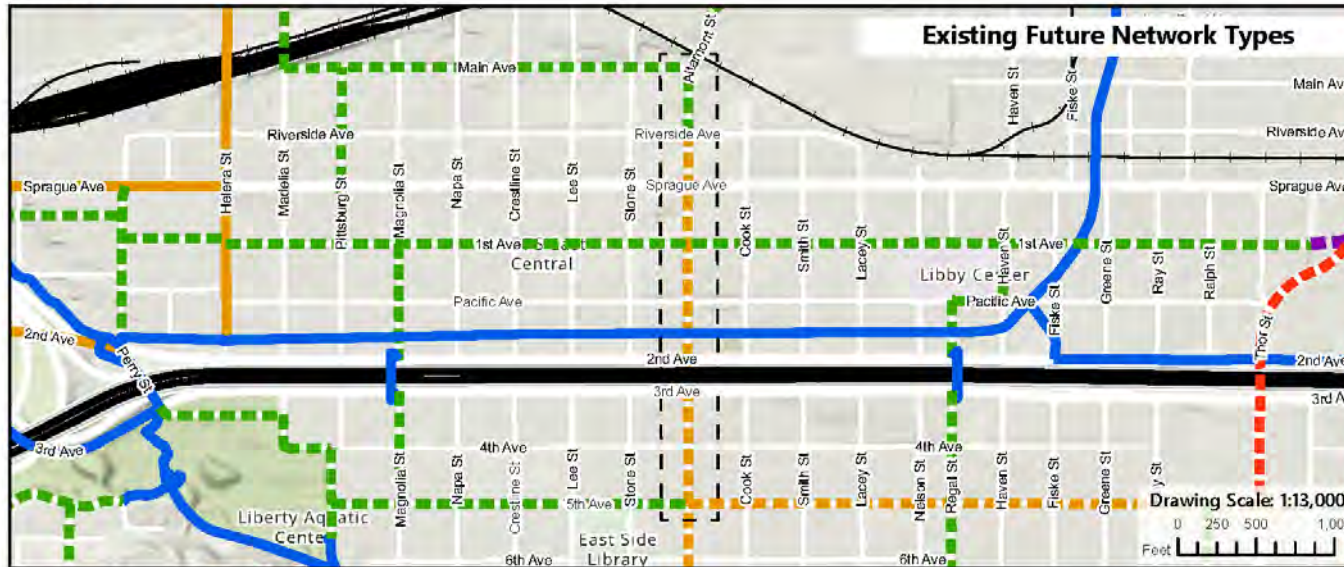
Z20-019COMP: Map TR-5, Proposed Modification 6 (Altamont St between 5th Ave and Main Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

- Railroad
- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.53 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibolt

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Bike Lanes

Flint Rd. – Airport Dr. to Airport Dr.





Z20-019COMP: Map TR-5, Proposed Modification 7 **(Flint Rd between Airport Dr and Airport Dr)** 2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

- Area of Proposed Change
- Current Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.21 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freiboll

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Bike Lane

- Upriver Drive – North Center Dr. to Greene



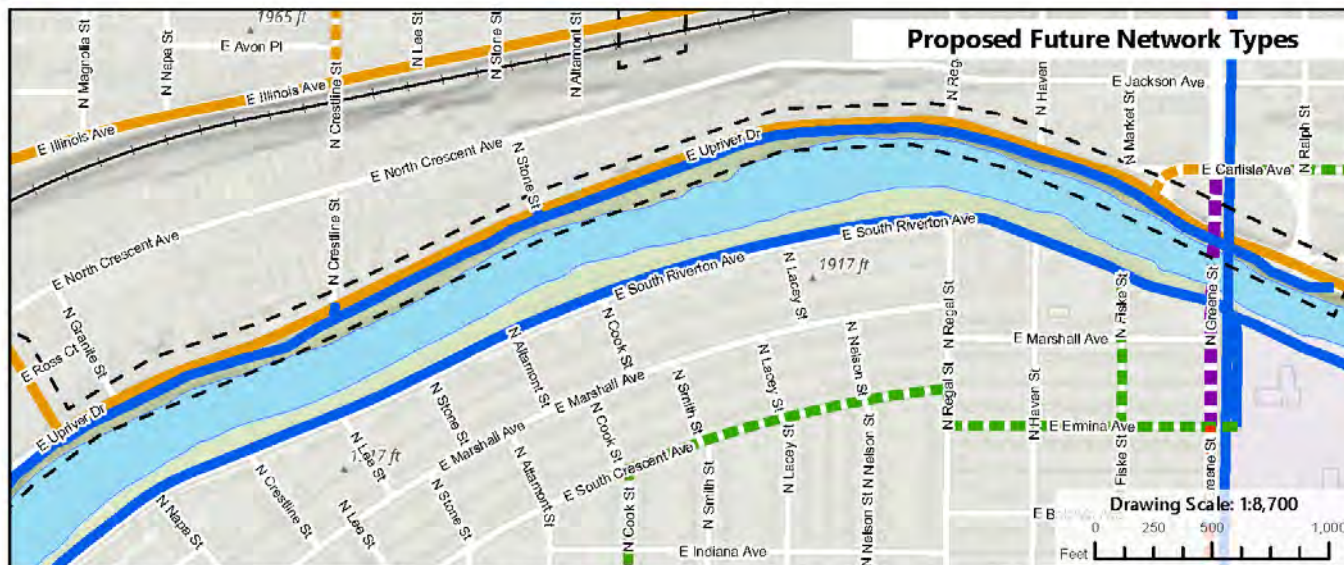
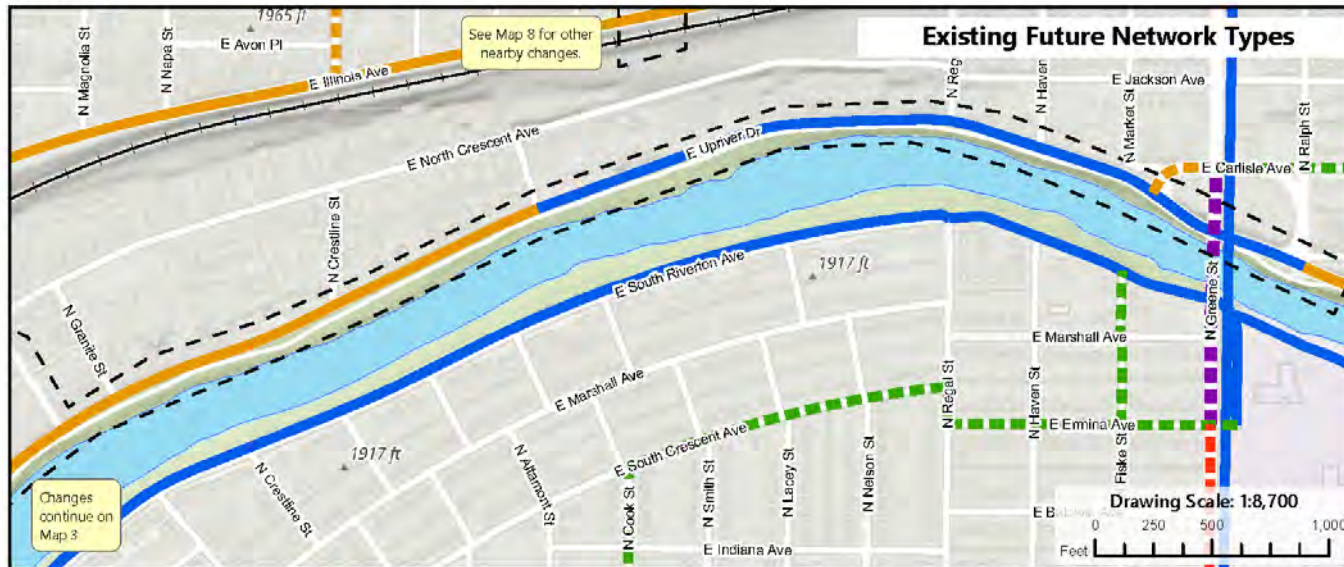


Z20-019COMP: Map TR-5, Proposed Modification 12 (Upriver Drive and Centennial Trail)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/17/2020

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Legend

- Area of Proposed Change
- Railroad
- Waterbody
- Current Bikeway Network
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 1.06 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

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Shared Use Paths

- Garland Ave. – Market St. to Cook St.
 - **Update from Shared Lane to Shared Use Path**





Z20-019COMP: Map TR-5, Proposed Modification 13 (Garland Ave between Cook St and Market St)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/29/2020

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Shared Use Paths

Strong Rd. – Five Mile Rd to Nettleton



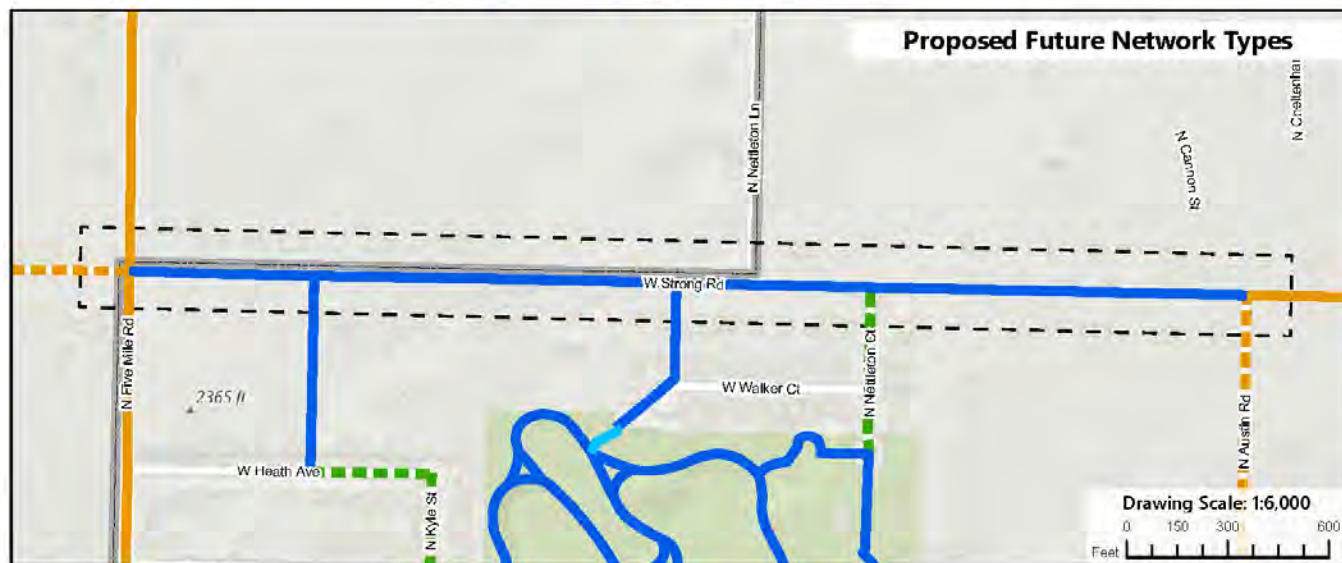
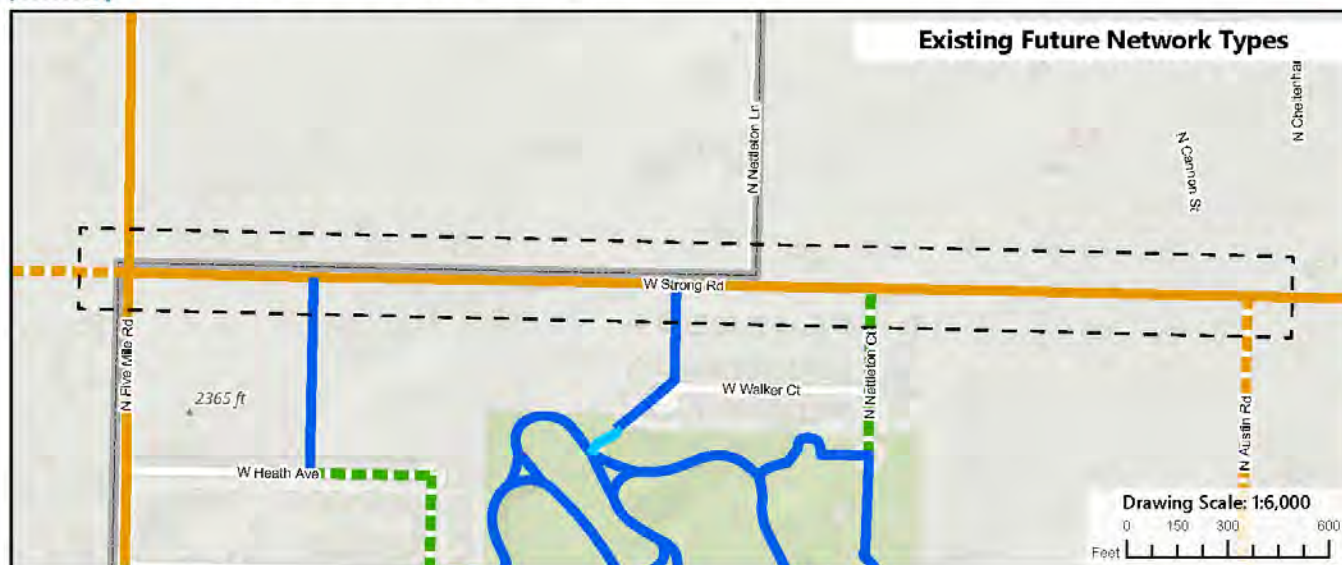


Z20-019COMP: Map TR-5, Proposed Modification 2 (Revised June 8) (Strong Rd between Five Mile Rd and Austin Rd)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 6/8/2020

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Legend

Area of Proposed Change

Current Bikeway Network

- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path



Length of Change: 0.63 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibott

Path: C:\Users\kfreibott\Desktop\2020 Comp Plan Amendments\2020 Comp Plan Amendments II.aprx

Shared Use Paths

Upriver Drive – Mission to North Center Dr.





Drawn: 4/9/2020

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Shared Use Paths

- Palouse Hwy – Thor St to 57th Ave



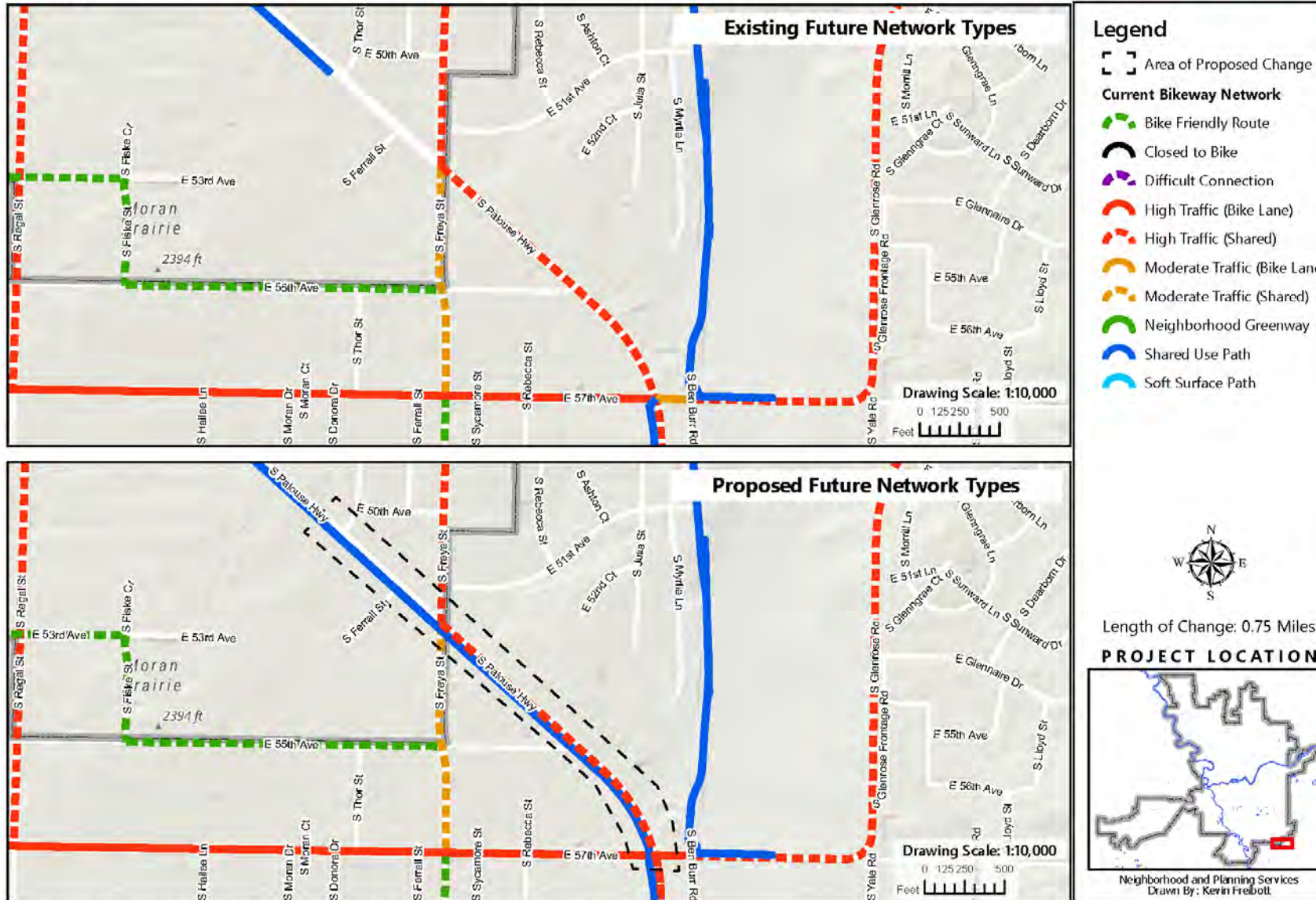


Z20-019COMP: Map TR-5, Proposed Modification 9 (Palouse Hwy between Thor St and 57th Avenue)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 4/7/2020

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Path: H:\Planning\Projects-Current\Comp Plan Amendments\2019 Comp Plan Amendments\GIS\2020 Comp Plan Amendments\2020 Comp Plan Amendments 11.aprx

Bike-Friendly Routes

Pittsburg – Rich Ave to Lyons Ave





Z20-019COMP: Map TR-5, Proposed Modification 11 (Pittsburg St between Lyons Ave and Rich Ave)

2019/2020 Comprehensive Plan Amendment Proposals

Drawn: 2/11/2020

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Legend

- Area of Proposed Change
- Current Bikeway Network
 - Bike Friendly Route
 - Closed to Bike
 - Difficult Connection
 - High Traffic (Bike Lane)
 - High Traffic (Shared)
 - Moderate Traffic (Bike Lane)
 - Moderate Traffic (Shared)
 - Neighborhood Greenway
 - Shared Use Path
 - Soft Surface Path



Length of Change: 1.51 Miles

PROJECT LOCATION



Neighborhood and Planning Services
Drawn By: Kevin Freibolt

PROJECT WEBSITE:

<https://my.spokanecity.org/projects/2019-2020-proposed-comprehensive-plan-amendments/tr-5-proposed-bike-network-map/>

QUESTIONS AND COMMENTS?

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