



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 6/7/2022

At 9:00 AM

Council Briefing Room / Virtual

VIRTUAL MEETING LINK - 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:

	1) Approval of the 5/3/2022 Meeting Minutes	
	2) Chair Report	Clifford Winger
9:00 - 9:30	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Jonathan Bingle
	5) Stakeholder Report	PCTS

Workshops:

9:30 - 10:00	TIB Complete Street Grant	Inga Note
10:00 - 10:30	Shared Use Pathway Design Considerations pt. 2	Colin Quinn-Hurst

Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 7/5/2022

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.

When it's time, join the Webex meeting here.

[Join meeting](#)

More ways to join:

Join from the meeting link

<https://spokanecity.webex.com/spokanecity/j.php?MTID=m84f61f19b34e1abedeff3a272d55ffed>

Join by meeting number

Meeting number (access code): 146 852 8754

Meeting password: PCTS

Tap to join from a mobile device (attendees only)

[+1-408-418-9388,1468528754](tel:+1-408-418-9388,1468528754)## 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 [1468528754@spokanecity.webex.com](tel:1468528754@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:

plancommission@spokanecity.org

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

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Spokane PC Transportation Sub-Committee

- Draft Minutes

May 3, 2022

Webex Meeting

Meeting Minutes: Meeting called to order at 9:00 AM by Clifford Winger

Attendance:

- Subcommittee Members Present: Clifford Winger (Chair), Mary Winkes (Vice Chair), Charles Hansen, Paul Kropp, Raychel Callary, Charlene Kay, Cindy Green, Jennifer Soto, Rhonda Young
- Subcommittee Members Not Present: Todd Beyreuther, Mike Tresidder, Eve McMenamy, Michelle Pappas
- Non-Voting Subcommittee Members Present: Council Member Jonathan Bingle
- *Quorum Present: yes*
- Staff Members Present: Shauna Harshman, Colin Quinn-Hurst, Stephanie Bishop, Nicolette Ocheltree, Kevin Picanco, Inga Note

Public Comment:

None

Briefing Session:

Minutes from the March 1, 2022 meeting approved unanimously.

Clifford Winger motioned to approve and amend the agenda to add an item to the agenda to discuss meeting in person at the next meeting. Paul Kropp seconded the motion. Motion carries.

1. Chair Report - Clifford Winger

- Mr. Winger commented that a public service announcement regarding the parking of the lime scooters/bikes could serve to encourage people to park them properly. Colin Quinn-Hurst added that the city can communicate with Lime and ask them to communicate with the users and tell them how to park scooters without blocking the sidewalks.

2. Secretary Report - Colin Quinn-Hurst

- The Transit Oriented Frameworks Study was adopted for guidance by City Council last night.
- Bike lanes will be put in on Post Street between Buckeye and Garland.
- The Division Connects Study is wrapping up in the next few months.
- May is Bike Month, and May 20 is National Bike to work day. More events can be found on the Spokane Bicycle Club website.

3. Council Liaison Report - Johnathan Bingle

- CM Bingle reported that the Transit Oriented Framework Study was adopted last night. Additionally, CMs Bingle and Cathcart went on a walking tour in the Logan Neighborhood to see where the City Line will go and potential sites from increased residential density.

4. Stakeholders Report -

- Raychel Callary, Lilac Services for the Blind, is grateful for the collaboration around sidewalk accessibility and is happy to work together towards improvement.
- Charles Hansen, Pedestrian Transportation and Traffic (PeTT) Committee stated that PeTT met last week and decided which items the CTAB will work on for the upcoming year.
- Char Kay, Washington State Department of Transportation (WSDOT), reported that RCW 47.24 was passed. The legislature requires new projects to include complete streets that include

access for all types of transportation including pedestrian. Additionally, WSDOT is responding to the HEAL Act which includes an environmental justice component. WSDOT is holding public meetings regarding the updated plan.

- Paul Kropp, Neighborhood Alliance - Joined the equity planning work group at SRTC.
- Cindy Green, Health District - Cindy is also on the equity planning work group at SRTC.
- Jennifer Soto, District 81 - Jennifer is new to the department and position, replacing John Van Sant who retired. She advised that speed cameras will be installed at 37th/Regal for Ferris High School and Adams Elementary.
- Rhonda Young, Bicycle Advisory Board, stated that the BAB has been working on planning studies and grant submissions.
- Shauna Harshman, CTAB and Traffic Calming, reported that City Council approved Cycle 10, which is a list of projects, including studies of transportation problem areas within neighborhoods.
 - Also, the neighborhood street murals pilot program will be led by Spokane Arts and the program will last three years.
 - COPS will be responsible for moving speed radar signs moving forward.
 - Districtwide kick off traffic calming workshops will begin at the end of May.
 - Will send out the 2-year project list generated by CTAB

Workshops/Presentations:

1. TIB Complete Street Grant

- Presentation provided by Inga Note
- Questions asked and answered
- Discussion ensued

2. Shared-Use Path Considerations in High Volume Locations

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

Meeting Adjourned at 10:37 AM

Next Plan Commission Meeting scheduled for Tuesday, June 7, 2022

Complete Streets Award

Complete Streets Award (CS)

OVERVIEW 

The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

Agencies with an adopted complete streets ordinance should confirm their eligibility on the TIB eligibility list and maintain close relationships with the approved nominators listed below.

PROGRAM SPECIFIC INFORMATION 

Complete Streets Eligibility

Any city or county that has an adopted complete streets ordinance is eligible to be nominated. Agencies with a known complete streets ordinance are listed below. If your agency has an ordinance and it is not listed, please contact your TIB engineer. Cities and counties with a current complete streets award must finish their work plan items and have their closeout paperwork processed in order to be eligible for the next cycle of awards.





Shared-Use Pathways

Options for high-volume locations Part 2

Plan Commission Transportation Subcommittee
6/7/2022



Where and how should walking and bicycling be separated on shared-use pathways?





NACTO

Designing for All Ages & Abilities

Shared-Use & Bicycle Paths have in many cities served as the early spines of an All Ages & Abilities network.

High pedestrian volumes, driveways, obtrusive bollards, sharp geometry, and crossings all degrade bicycling comfort, but often require long project timelines to eliminate.





NACTO

Designing for All Ages & Abilities

To become useful for transportation, paths work best when connected to an on-street network that meets the same high benchmark of rider comfort, and design provides bicycle-friendly geometry.



Indianapolis Cultural Trail





NACTO

Designing for All Ages & Abilities

Bicycles should be separated from pedestrians where significant volume of either mode is present, but even where space limitations exist, multi-use paths are still valuable.



2nd Ave, Seattle

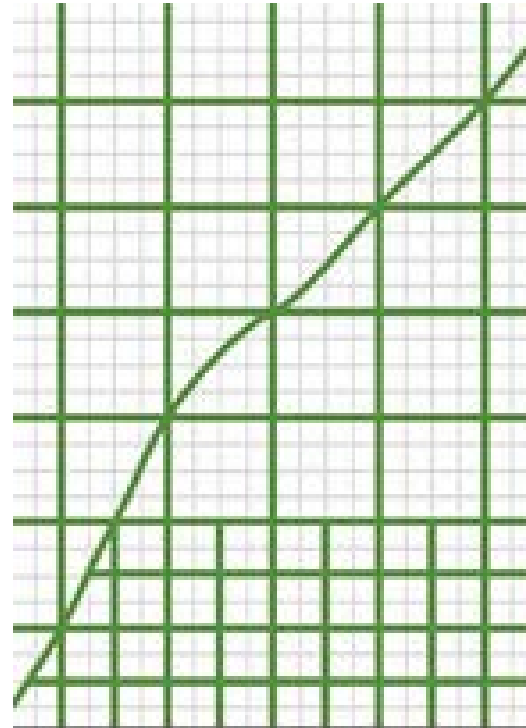


FHWA – Bikeway Selection Guide - 2019

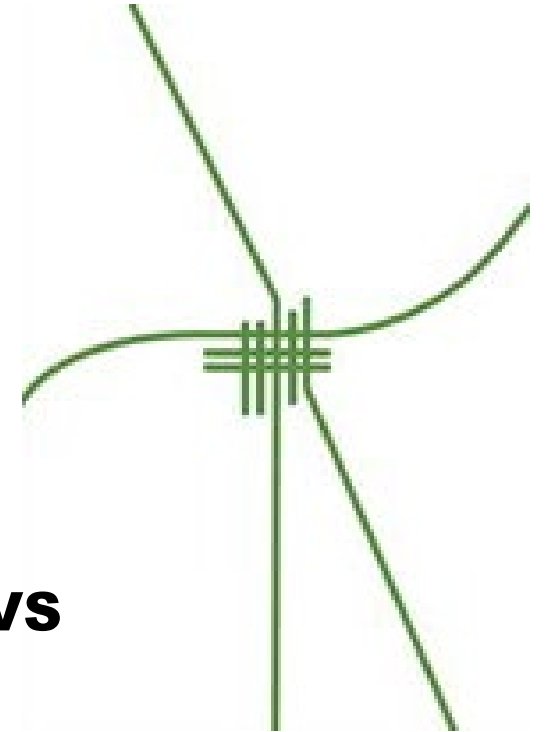
Common Network Considerations Related to Bikeway Selection:

*Does the route have a viable
parallel alternative?*

The land use context and transit access along the parallel route should appeal to and attract bicyclists from the primary route while offering a more comfortable bikeway type.



VS





FHWA

Bikeway Selection Guide – 2019

“Shared use paths may be an acceptable design ... where space is constrained and where both walking and/or bicycling volumes are relatively low.”

“As volumes increase over time, the need for separation between bicyclists and pedestrians should be revisited.”

4-Lane Roadway (Base Condition)



4-Lane Roadway (Bike Lane Option)



4-Lane Roadway (Separated Bike Lane Option)



4-Lane Roadway (Shared Use Path Option)



Source: Active Tyler; Active Transportation Plan for the Tyler, TX Area MPO





FHWA

Bikeway Selection Guide

“Where land use is anticipated to add density over time, right-of-way should be preserved to allow for future separation of bicyclists and pedestrians.”

2-Lane Roadway (Base Condition)



Source: Stamford, CT Pedestrian and Bicycle Master Plan

2-Lane Roadway (Bike Lane Option)



Source: Stamford, CT Pedestrian and Bicycle Master Plan

2-Lane Roadway (Separated Bike Lane Option)



2-Lane Roadway (Shared Use Path Option)



All Ages & Abilities

VANCOUVER, BC

Transportation Design Guidelines

“Create separate spaces for walking and cycling.

Shared-use pathways are perceived to be comfortable ... However, they tend to have a higher collision risk than bike-only pathways ... consideration should be given to separating users in busy areas.”





Rule #7:

Create separate spaces for walking and cycling

Protected Bike Lane

Off-Street Pathway

Shared-use pathways are perceived to be comfortable by many people on bikes and can help to encourage more cycling. However, they tend to have a higher collision risk than bike-only pathways.³ For people walking, shared pathways can be uncomfortable when there are high numbers of people biking at relatively fast speeds.



Separated space is more comfortable for all

Considerations:

- Existing shared-use pathways and public spaces may be considered AAA; however, consideration should be given to separating users in busy areas. New pathways should be designed with separated walking and cycling space.
- The type of separation can vary and could be a landscaped buffer, a beveled curb, or a painted line depending on context.

Spokane

“In locations with a high volume of pedestrians (downtown, college campus) or significant through bicycle traffic, it may be desirable to physically separate the pedestrians and cyclists using striping and pavement markings.”

- Street Design Standards, pg. 28



Photo: Boulder, CO



AASHTO

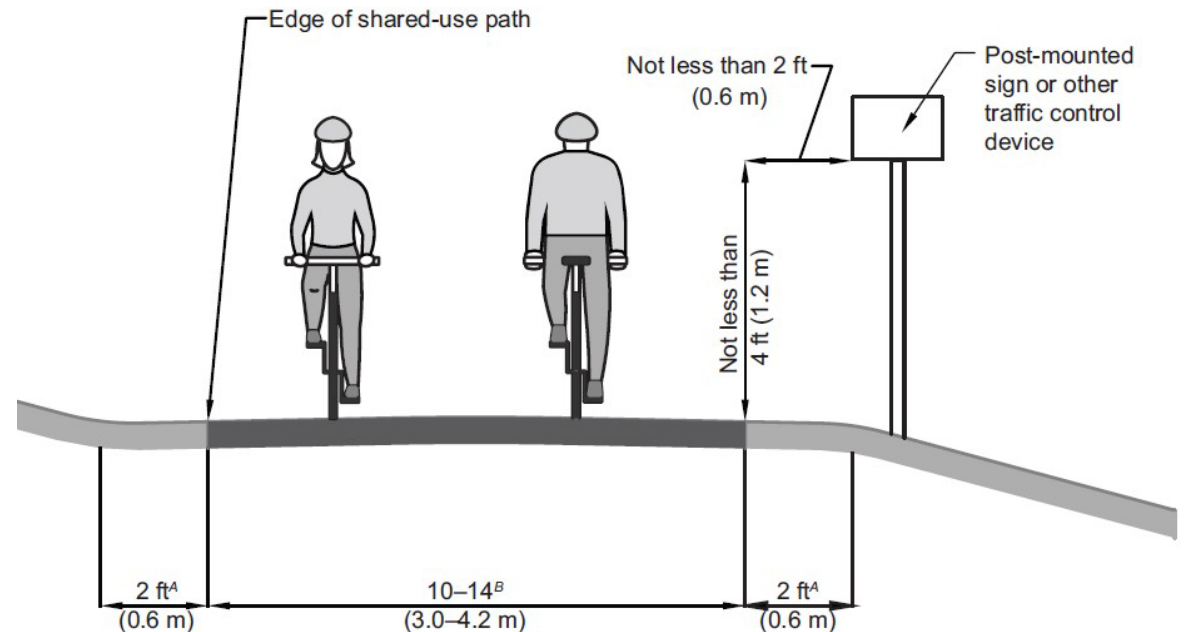
Guide for the Development of Bicycle Facilities

Shared-Use Path

Width and Clearance

“Typically, widths range from 10 to 14 ft., with the wider values applicable to areas with high use and/or a wider variety of user groups.

A wider path is needed to provide an acceptable level of service on pathways frequently used by both pedestrians and wheeled users.”



AASHTO

Guide for the Development of Bicycle Facilities

Shared-Use Path

Width and Clearance

“In areas with extremely heavy pathway volumes, segregation of pedestrians from wheeled users may be appropriate; however, care should be taken that the method of segregation is simple and straightforward.”





AASHTO

Guide for the Development of Bicycle Facilities

Shared-Use Path

Width and Clearance

“This solution should only be used when a minimum path width of 15 ft. is provided, with at least 10 ft. for two-way wheeled traffic, and at least 5 ft. for pedestrians.”



Parallel Improvements

Providing parallel bike lanes can address congested locations.

Example: Centennial Trail through Riverfront Park & Spokane Falls Boulevard bike lane



Spokane Falls Blvd.



Approach 1

Striping



Riverfront Park – Former Layout

Approach 2
Widening



Approach 3 **Separated Facility**



9-Line Trail



Approach 4

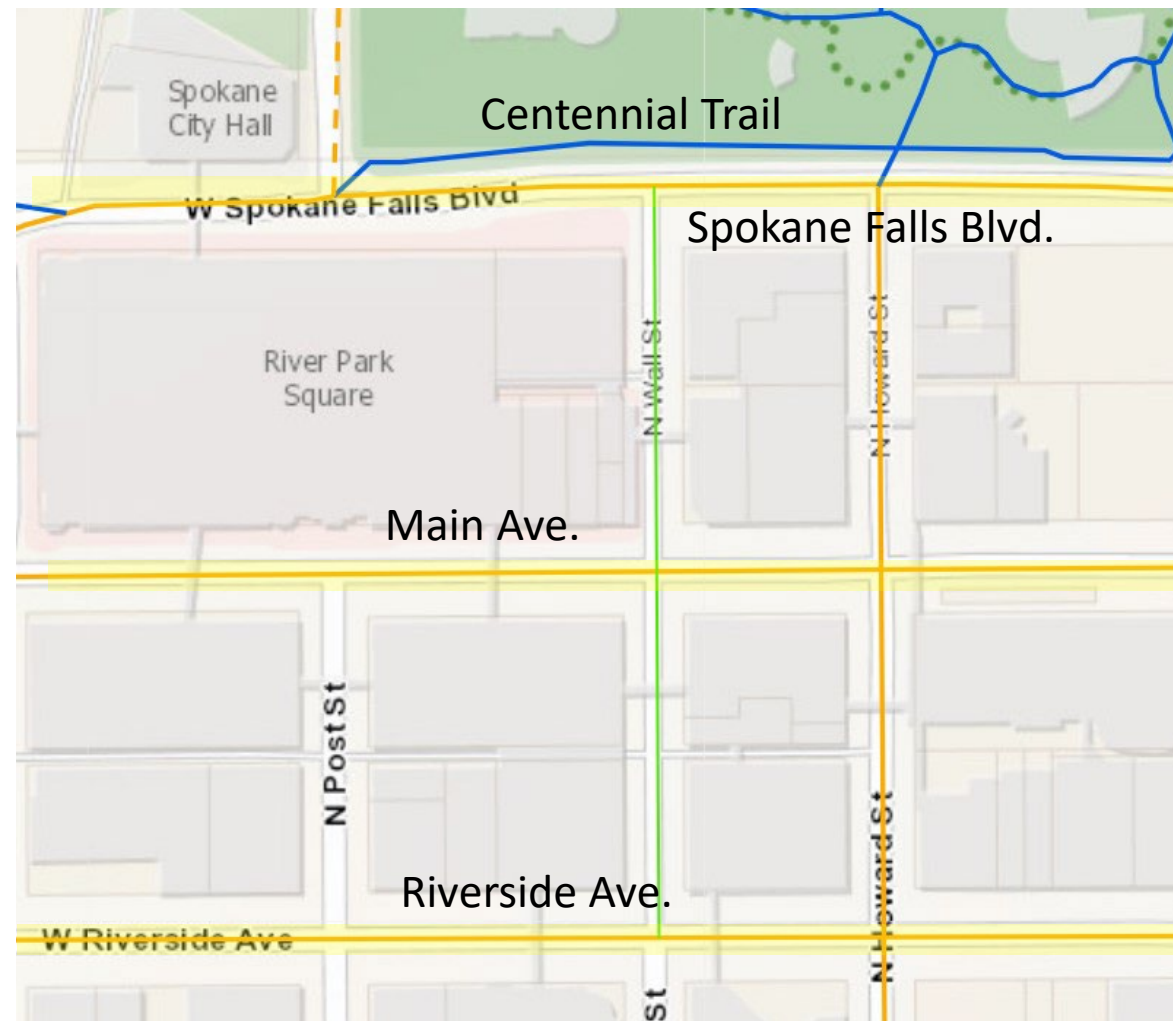
Parallel Facilities



Approach 5 **Network Connectivity**

“The land use context and transit access along the parallel route should appeal to and attract bicyclists from the primary route while offering a more comfortable bikeway type.”

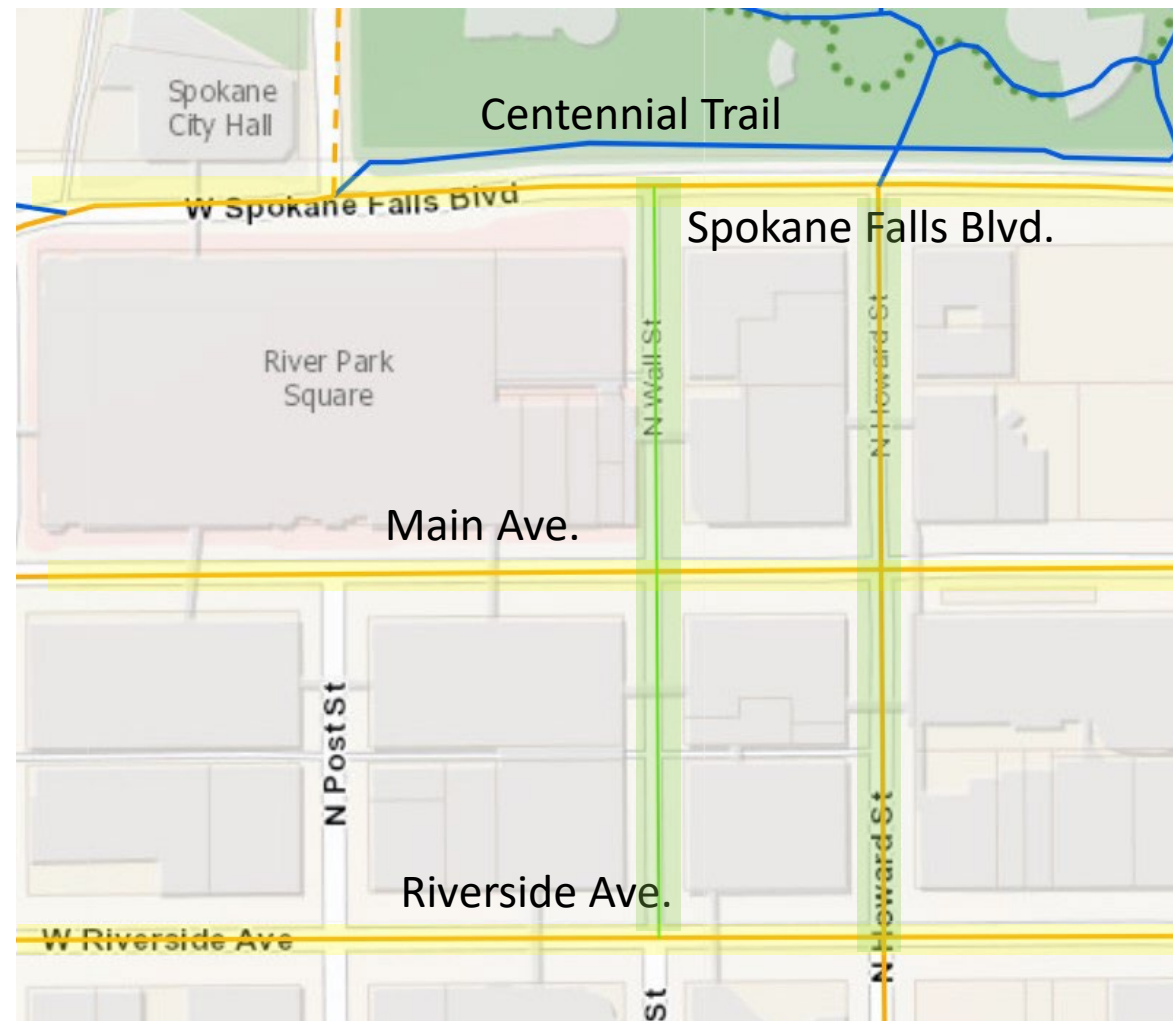
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FHWA Bikeway Selection Guide - 2019



Main Ave.

Discussion



Photo: Shacktown Cycles

