



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 11/1/2022

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:

9:00 - 9:30	1) Approval of the 6/7/2022 Meeting Minutes	
	2) Chair Report	Clifford Winger
	3) Secretary Report	Colin Quinn-Hurst
	4) Council Liaison Report	Jonathan Bingle
	5) Stakeholder Report	PCTS

Workshops:

9:30 - 9:45	Equity Considerations in Regional Call for Projects	Michael Redlinger, SRTC
9:45 - 10:15	Division Street Projects	City/Agency Staff

Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 12/6/2022

How to Attend the Meeting: At this time, meetings are held both in-person and via a virtual component. To attend virtually, access the **meeting link** and **call-in information** via the information below, on page 2 of this agenda.

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

[Start meeting](#)

More ways to join:

Join from the meeting link

<https://spokanecity.webex.com/spokanecity/j.php?MTID=m7c488e8fb3c4dddc006f2970f2e29d68>

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](tel:+1-408-418-9388).,1468528754## United States Toll

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Spokane PC Transportation Sub-Committee - Minutes

June 7, 2022

City Council Briefing Center

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, Eve McMenamy, Charlene Kay, Mike Tresidder, Rhonda Young, Michelle Pappas, Cindy Green
- Subcommittee Members Not Present: Todd Beyreuther, Jennifer Soto
- Non-Voting Subcommittee Members Present: Shauna Harshman
- Non-Voting Subcommittee Members Present Not Present: Council Member Jonathan Bingle
- *Quorum Present: Yes*
- Staff Members Present: Colin Quinn-Hurst, Jackie Churchill, Inga Note

Public Comment:

None

Briefing Session:

Minutes from the May 3, 2022 meeting approved unanimously.

1. Chair Report - Clifford Winger

- Mr. Winger reported that an issue came up in past month at traffic calming about at grade rail crossing where Union Pacific Rail crosses Freya, but there is not enough funding to create a solution.
- Mr. Winger also reported that the Comprehensive Plan Amendments for the bicycle plan and arterials are in the public comment stage.

2. Secretary Report - Colin Quinn-Hurst

- Colin Quinn-Hurst reported that the City started advertising for the Principal Planner position, and first review closes June 13.
- The Bicycle Advisory Board meetings will continue with the hybrid format, even though a virtual format is no longer required.
- Colin stated that the July PCTS meeting will be cancelled.
- Finally, the Don Kardong bridge is under construction and the North River Centennial Trail detour is functional.

3. Council Liaison Report - Johnathan Bingle

- None

4. Stakeholders Report -

- Michelle Pappas, Futurewise - none
- Paul Kropp, Neighborhood Alliance - mentioned that he had been looking back to roadways of significance discussion and would like that to be put on the agenda in September.
- Rachel Callary, Lilac Services for the Blind - said that Lime scooters and bikes blocking sidewalks continue to be an issue.
- Shauna Harshman, Manager of Neighborhood Connectivity - stated that the traffic calming program is kicking off creative crosswalk painting program. The City has multimodal projects and earmarked requests for the Northeast PDA that are in progress. Additionally, the City is seeking funding for suicide intervention on Monroe Street bridge. Finally, the Transportation

Benefit District will get two new members. There are some additional openings still, including non-voting positions.

- Mike Tresidder, Spokane Transit Authority (STA)- stated that there are current surveys looking at High Performance Transit, and fare policy from grant funding opportunity zero fares for riders 18 and under. There will be public hearings about both on June 16th. Finally, summer youth passes will be available next week and can be purchased at local libraries.
- Charlene Kay Washington State Department of Transportation (WSDOT) - reported that the WSDOT workshop later today will address scenarios based on different funding streams and there will be 6-8 equity meeting scenarios. There are now statewide Complete Streets requirements for projects that are 500,000 dollars or more and WSDOT is developing a process now to look at the establishment of teams that would look at complete streets.
- Rhonda Young, Bicycle Advisory Board (BAB) - reported that BAB has been discussing construction bike detours, and the Bicycle six-year plan. The BAB June meeting will be canceled in order to host a BAB booth at Summer Parkways event. Summer Parkways closes down south hill roadways connecting Comstock to Manito and is geared towards families and kids with activities for all modes of active transportation.
- Charles Hansen, Whitman Neighborhood Council, PeTT Committee - said that there is a long wait for the bus on route 28.
- Eve McMenemy, SRTC- reported that SRTC is in the final stages of its call for projects. They have also developed Transportation discussion topics about safety, quality of life and funding and those presentations can be viewed online.
- Vacant, CTAB - none

Workshops/Presentations:

1. TIB Complete Street Grant

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

**Eve McMenemy motioned to use a 30% Transportation Element / 70% Health Index mix to calculate the overall score on the Complete Streets index. Mike Tresidder seconded.
Motion carries (7,1,1)**

2. Shared Use Pathways Design Considerations pt. 2

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

Meeting Adjourned at 10:35 PM

Next Plan Commission Meeting scheduled for Tuesday, August 2, 2022
July meeting will be cancelled.



DivisionConnects Phase 2 Final Report

October 24, 2022

Spokane City Council – Public Hearing

Agency Review and Approval

Phase 1 – STA Board Adoption – April 2021

Phase 1 – City Council Finance Committee – May 2021

Phase 2 – City Council Urban Experience Committee - June 2022

Phase 2 – City Council Study Session – June 2022

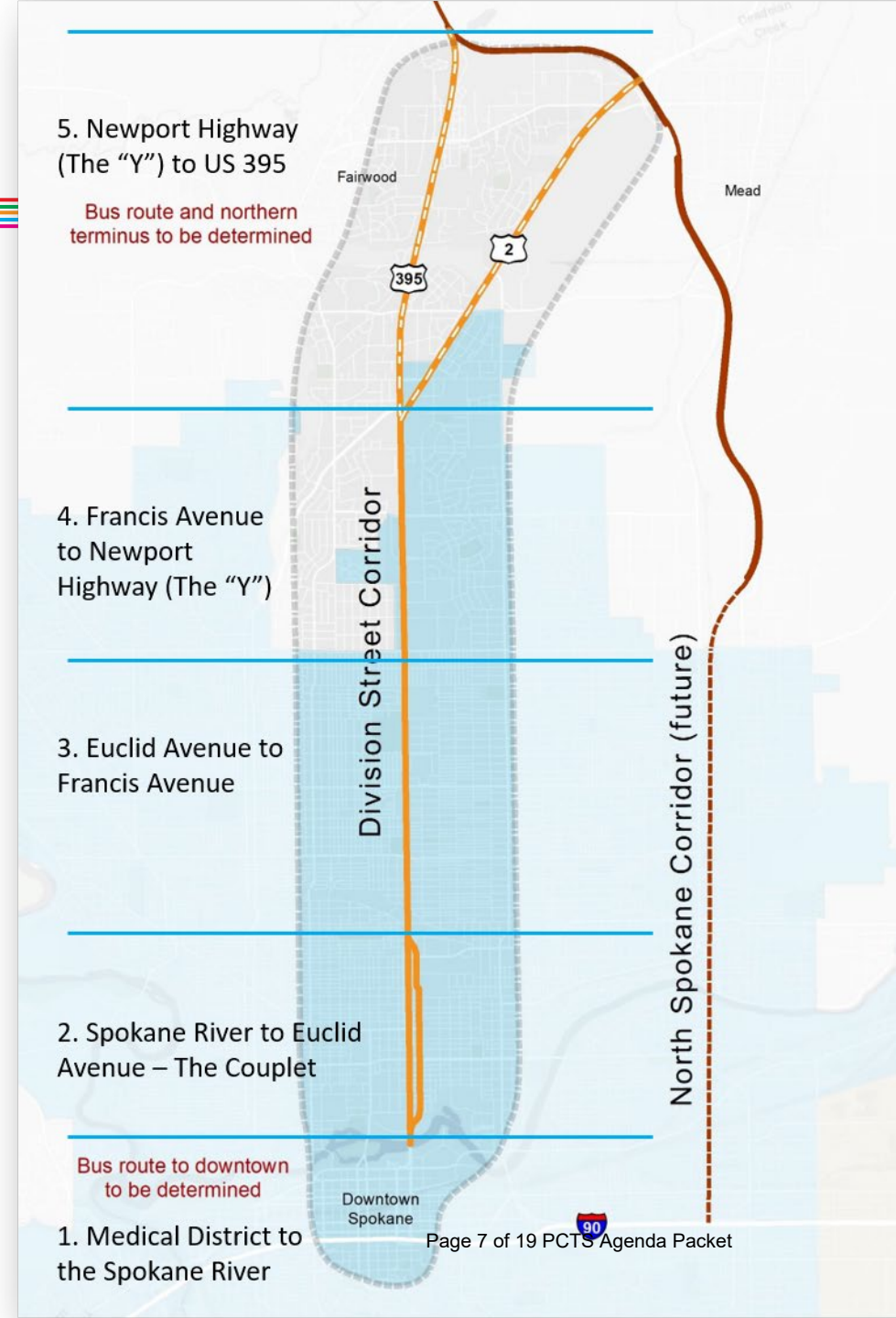
Phase 2 – SRTC Board Adoption – September 2022

Phase 2 – City Council Urban Experience Committee - October 2022

Phase 2 – City Council Resolution Adoption – October 2022

Background

- **DivisionConnects began in 2020**
 - Two phases
 - Multi-agency partnership
- **Corridor study of Division Street**
 - Street configuration for bus rapid transit (BRT)
 - All transportation modes
 - Relationship to North South Corridor
 - Potential TOD-supportive land uses



Multi-agency Partnership

Steering
Committee

Subset of
SRTC/STA Boards

Project
Management

SRTC / STA

Agency
Partners

WSDOT / City of Spokane
/ Spokane County

Consultant
Team

Led by Parametrix

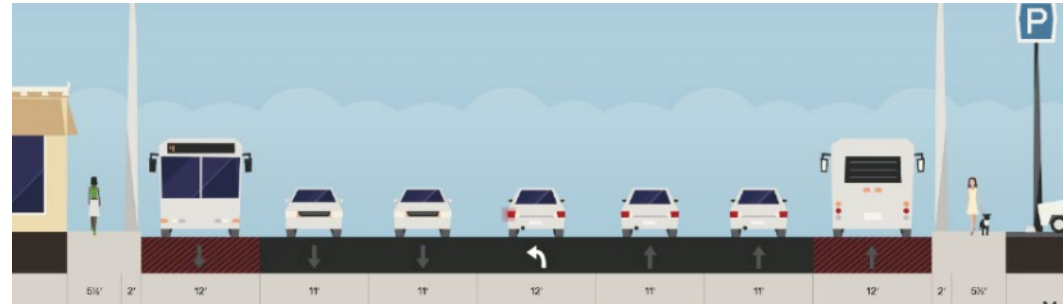
Phase 1 - Locally Preferred Alternative

ELEMENT	DESCRIPTION
Mode	Fixed guideway BRT using zero-emission 60' buses ^a
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park and Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: To be refined in Preliminary Engineering Couplet: Right-side along Ruby Street and Division Street Mainline: Right-side along Division Street North of "Y:" Short- and long-term phased approach
Station Locations	Major intersections and destinations. All stations will meet ADA accessibility requirements
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor



Approved Locally Preferred Alternative

Mainline



Couplet

Division



Ruby



Phase 2

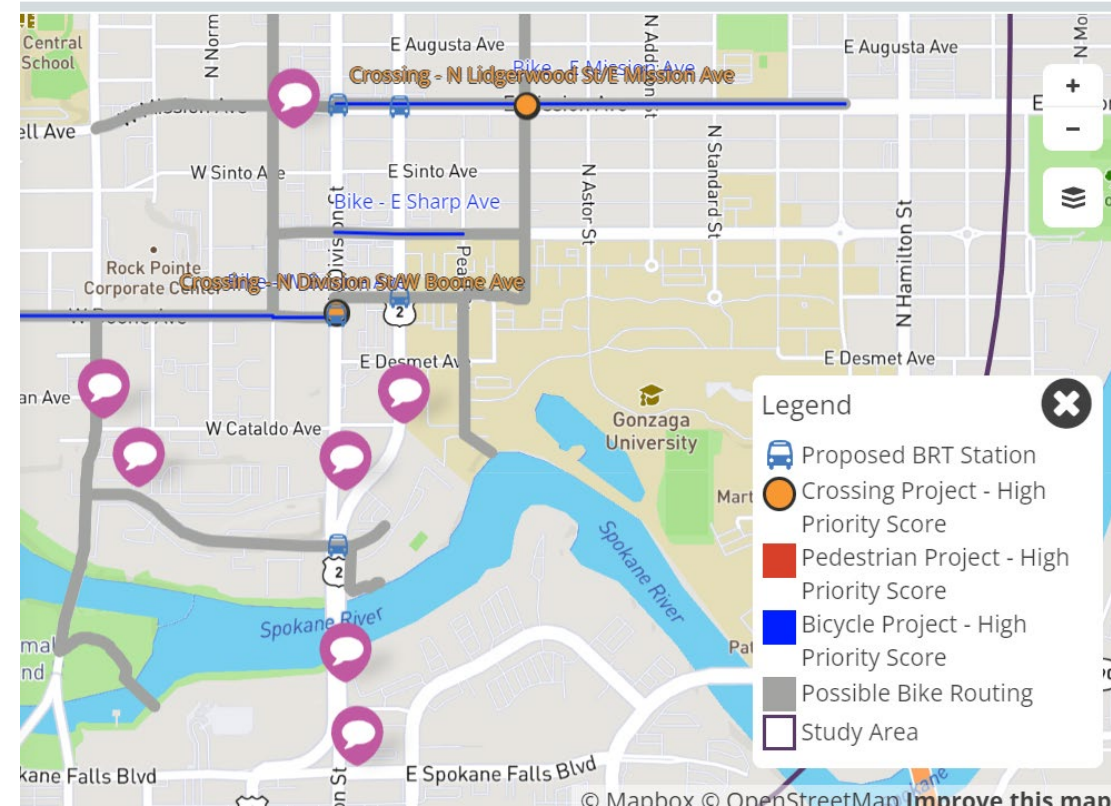
Scope of Work

- Public Engagement
- Land Use Planning
 - Plan review / Case studies
 - Division Activity Nodes
 - Travel Demand Modeling
- Transportation Planning
 - Active Transportation improvements



Phase 2 - Public Engagement Activities

- Appendices A-C
 - Land Use Planning online survey
 - Active Transportation online survey
 - Property Developer interviews
- Engagement with Boards and Plan Commission
- Neighborhood Councils/Community Assembly



Phase 2 - Land Use Planning

- Land Use Node profiles (App. L)
- Visual Sourcebook of development types (App. M)
- Travel Demand Modeling (App. N)

BRT Corridor

Development in the **BRT corridor** spaces will include high-density apartments or condominiums, with street-oriented retail that is less dependent on immediate proximity to transit stations. These spaces fill in the gaps between **district** and **activity centers**, with a variety of uses ranging between commercial, residential, and mixed-use development. Pedestrian and street-oriented retail and services are encouraged to promote walkability along the corridor. This typology extends up to 600 feet from the BRT corridor and features safe and enjoyable pedestrian and bike connections to nearby transit stations and adjoining neighborhoods.

- BRT-1 High-density residential development
- BRT-2 Mixed-use development with linear emphasis
- BRT-3 Integrated pedestrian amenities and public art
- BRT-4 High-density mixed-use development
- BRT-5 Multimodal transportation options

North Bank Node

Gonzaga Gateway/Riverfront Park Gateway/Downtown Gateway

This node is sandwiched between Gonzaga University and Riverfront Park, with an interconnected street network and direct access to the Centennial Trail. Spokane River frontage, mostly occupied by hospitality uses, contributes to the district's identity.

Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform. Early analysis shows approximately 12 acres within this node with this land to improvement value ratio. Individual redevelopment and reinvestment opportunities exist on scattered parcels, but the need to assemble multiple properties may preclude large-scale redevelopment. Most redevelopment opportunity center along Mission and the couplet.

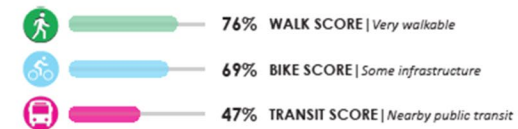
Land Uses (Approximate Area)	
Retail	19 acres
Professional Office	12 acres
Hospitality	20 acres
Multi-Family Residential	9 acres
Single-Family Residential	5 acres
Public/Recreational/Open Space	3 acres
Vacant	22 acres
Right-of-Way Estimate	28 acres
Total	118 acres

Amenities	
Riverfront Park, Spokane River	

Institutions	
Gonzaga University, Kaiser Permanente	



Non-Motorist Accessibility



Place

- Pedestrians conform to auto-oriented design.*
- Hospitality uses dominate the riverfront.*
- Kaiser Permanente operates a clinic in the node.*
- Gonzaga University influences housing and retail character.*
- Legitimate structures offer unique opportunities.*
- Legitimate structures offer unique reuse and opportunities.*

Travel Demand Model Findings

Vehicular Summary:

- Increase in VMT/VHT/VHD for compared to Existing
- Screenlines for future scenarios show decreased vehicle travel on all N/S arterials (with an increase in travel on NSC)
- Decrease in VMT in study area per service population for build scenarios

Transit Ridership Summary

- No Build sees 24% increase in ridership compared to Existing
- Build scenarios see 29-32% increase compared to No Build

Phase 2 - Active Transportation Planning

RECOMMENDATIONS

Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Lidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.



EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

PROJECT COSTS

- See cost table for planning level range of costs
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

PROJECT FEATURES

- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

Walking / biking projects that support local mobility and BRT access

- AT project summaries / designs (App. I)
- All Ages & Abilities facility types and strategies (App. F)
- Funding opportunities (App. I)

30%
Design

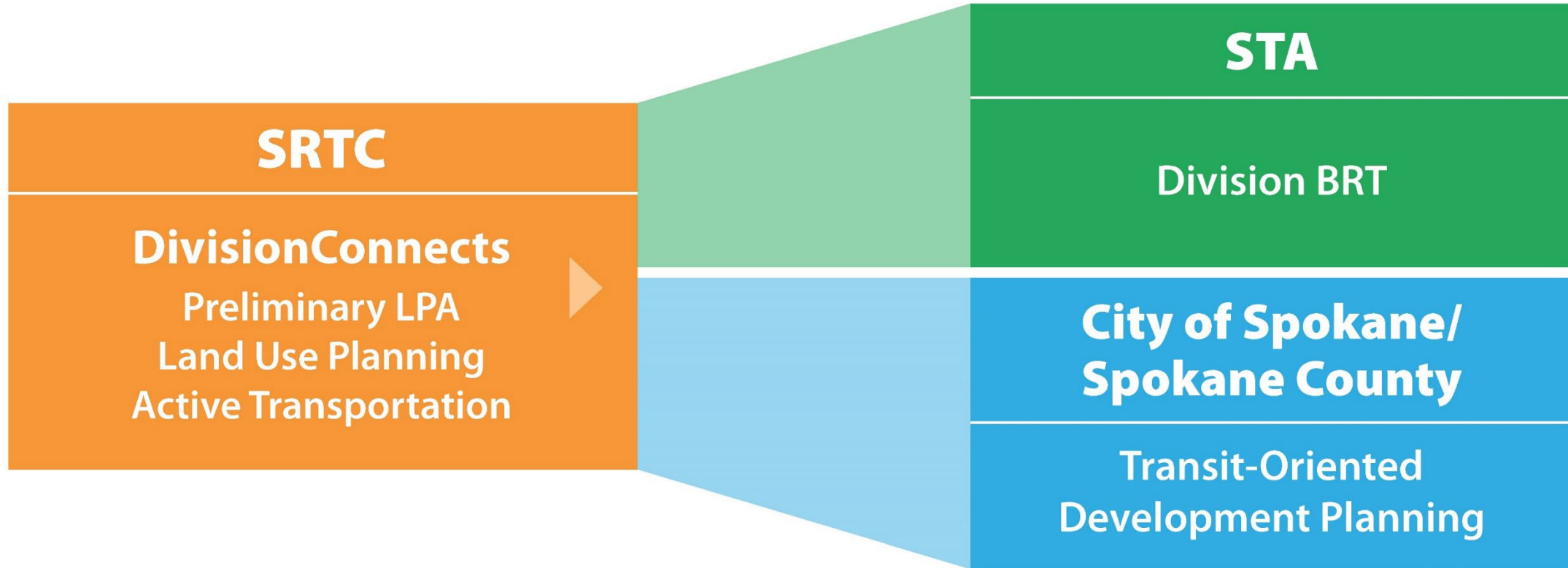
Phase 2 Report

- **DivisionConnects Vision & Implementation Strategy**
- **Regional, corridor-wide strategy**
- **Recommendations and opportunities to support transit-oriented development and the future BRT line**

Hosted by SRTC online at [divisionconnects.org](https://www.divisionconnects.org)



Beyond DivisionConnects



City Resolution

Recognizes:

- LPA as the desired future transportation condition for Division Street
- Recommended corridor transportation projects and corresponding updates for the City's capital facilities planning documents
- Phase 2 Report as recommended land use changes and active transportation projects to support development of corridor
- Guide for future updates to the City's Comprehensive Plan



Questions?

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