



Spokane Plan Commission Transportation Subcommittee Agenda

Meeting Scheduled for 12/6/2022

At 9:00 AM

Hybrid – virtual & in-person

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 - 9:30	1) Approval of the 11/1/2022 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 - 9:50	Division BRT Update	Hamid Hajjafari, STA
9:50 - 10:10	Bike Parking Code Update Project	Tyler Kimbrell, Planning
10:10 - 10:30	Vision Zero Draft Resolution and Next Steps	Colin Quinn-Hurst, Planning

Adjournment:

Next Plan Commission Transportation Subcommittee is scheduled for 1/3/2023

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

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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.

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

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Spokane Plan Commission Transportation Sub-Committee - Draft Minutes

November 1, 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,
- Non-Voting Subcommittee Members Not Present: Council Member Jonathan Bingle
- *Quorum Present: yes*
- Staff Members Present: Colin Quinn-Hurst, Jackie Churchill, Tyler Kimbrell, Katherine Miller, Kevin Picanco

Public Comment:

None

Briefing Session:

Minutes from the June 7, 2022 meeting approved unanimously.

1. Chair Report - Clifford Winger

- Mr. Winger reported that the Friends of Centennial Trail will not join the PCTS as a full member but will take part in meetings as needed.
- Mr. Winger also stated that PCTS meetings will continue to meet every month as long as there are items on the agenda. The PCTS will not meet on months that do not have agenda items.

2. Secretary Report - Colin Quinn-Hurst

- Mr. Quinn-Hurst added that PCTS members should propose items that they are interested in to be added to upcoming meeting agendas. Planner Tyler Kimbrell is scheduled in December to present about the new parking code.
- Mr. Quinn-Hurst stated that there were two recent hires in the Planning Department: Principal Planner Tim Thompson and Assistant Planner I Brandon Whitmarsh.
- On this upcoming Thursday, Planner Maren Murphy will present to City Council about the South Logan Transit Oriented Development project. Additionally, the City is working on "Resolution Zero" which is a resolution to pursue zero fatalities in car crashes and will hopefully be eligible for grant funding.
- Finally, the construction of the protected bike lanes on Riverside Avenue is almost complete and upcoming in December will be the inaugural ride.

3. Council Liaison Report - Johnathan Bingle

- None

4. Stakeholders Report -

- Michelle Pappas, Futurewise - none
- Paul Kropp, Neighborhood Alliance, commented that the PCTS can help give guidance to the City of Spokane on which transportation projects to create and work on. Paul Kropp also took part in the equity discussion about transportation at the Spokane Regional Transportation Council (SRTC) equity framework and would like to know if Spokane will to have projects of significance that will include equity considerations.

- Rachel Callary stated that improperly parked lime scooters and bikes are a continuing issue to the accessibility of sidewalks.
- Mike Tresidder, Spokane Transit Authority (STA), stated that amenities are now being installed at different City Line stations including art installations. Additionally, STA is advertising about the Connect Cards, which can be physical or accessed by app, and are used for bus ridership. STA is also giving free rides throughout November and is currently holding survey on rider satisfaction.
- Charlene Kay, Washington State Department of Transportation (WSDOT), stated that WSDOT is working on creating complete streets for all projects that are \$500,000 or more. WSDOT has a draft of its community engagement plan that is available for review and can be seen online. WSDOT is working on finishing the North Spokane Corridor and Children of the Sun trail and is developing and maintaining community around these areas. Working with Commerce in response to lease land legislation and looking for land for affordable housing around the North Spokane Corridor.
- Rhonda Young, Bicycle Advisory Board (BAB), reported that the BAB held a mobile meeting in September, and they explored the Indian Trail area in north Spokane. They saw some challenges and some good things about the area. The BAB has been compiling criteria and data creating a ranked project list in order to highlight projects that are most critical. Construction detours need to be kept track of and monitored.
- Charles Hansen, Whitman Neighborhood Council, PeTT Committee, reported that the Citizen Transportation Advisory Board (CTAB) creating a list of potholes that need to be fixed on roads throughout Spokane.
- Eve McMenemy, Spokane Regional Transportation Council (SRTC), reported that SRTC is working on creating a unified list of regional priorities. The SRTC Board approved their TIFF which is a list of projects that will be implemented over the next four years.
- Cindy Green, Spokane Regional Health District (SRHD), reported that SRHC will post a job opening for a Community Health Improvement Coordinator. The focus of the job will be to work on the built environment and active transportation.

Workshops/Presentations:

1. Equity Considerations in Regional Call for Projects

- Presentation provided by Michael Redlinger, SRTC
- Questions asked and answered
- Discussion ensued

2. Division Streets Projects

- Presentation provided by City Staff, and Jason Lien, SRTC, Mike Tresidder, STA (Division BRT)
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 10:15 am

Next Plan Commission Meeting scheduled for Tuesday, December 6, 2022



Bicycle Parking Code Amendments (SMC 17C.230.200)

For questions contact:
Tyler Kimbrell
Assistant Planner II
tkimbrell@spokanecity.org





Image sourced from unsplash.com

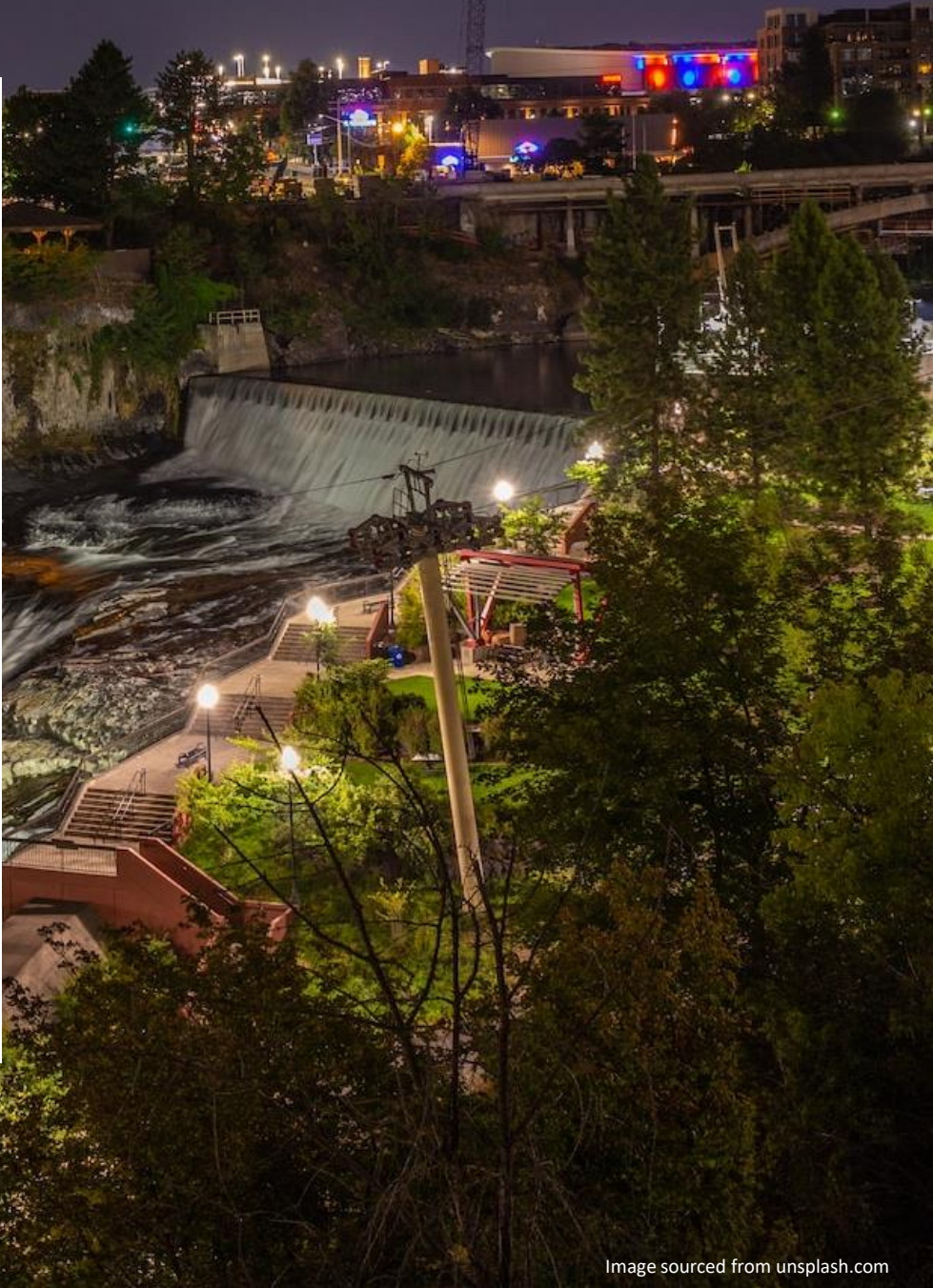


Image sourced from unsplash.com







Why update the bicycle parking requirements?

- Bicycle Master Plan
- Comprehensive Plan
- Transit-oriented development



Bicycle Master Plan

- 🚲 Policy 3: “Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane”
- 🚲 Action 2.1: “Design bicycle facilities and the network for all ages and abilities to attract the “interested but concerned” riders”
- 🚲 Action 3.3: “Increase the availability of bicycle parking throughout the city”

Comprehensive Plan

- 🚲 TR5: “Provide Secure parking for bicyclists at key destinations and ensure future developments include bicycle parking on site that adheres to city-established design and siting standards.”
- 🚲 TR6: “Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking.”
- 🚲 TR18: “Develop a system for reducing on-site parking supply requirements, whereby developers can instead adopt Transportation Demand Management (TDM) practices such as...provision of bicycle parking”



What could the requirements look like?



Short term vs long term



Accessory facilities (showers & lockers)

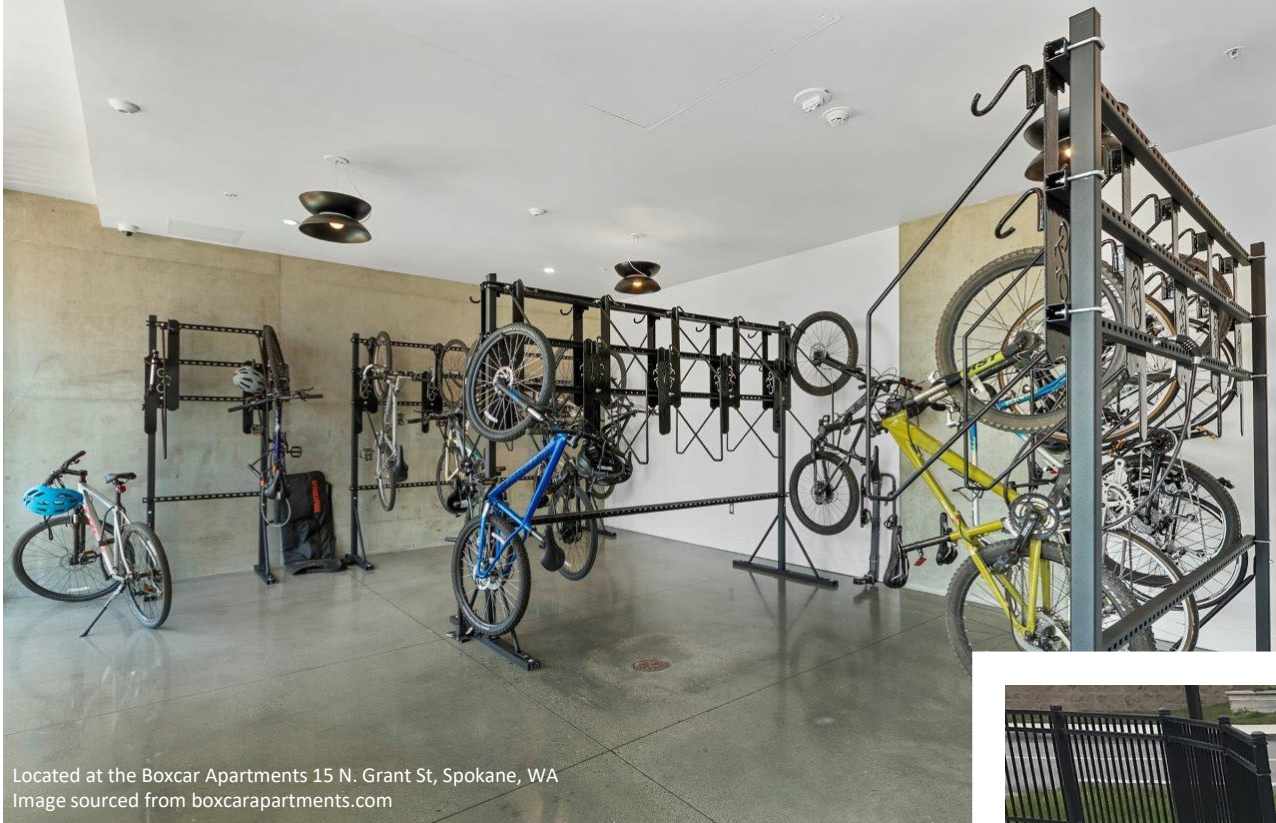


By land use type



Number of spaces based on employees, residents, floor area, max occupancy





Located at the Boxcar Apartments 15 N. Grant St, Spokane, WA
Image sourced from boxcarapartments.com





Image sourced from SDOT Bicycle Parking Guidelines. Original image by Dero



Image sourced from SDOT Bicycle Parking Guidelines. Original image by MIG/SvR



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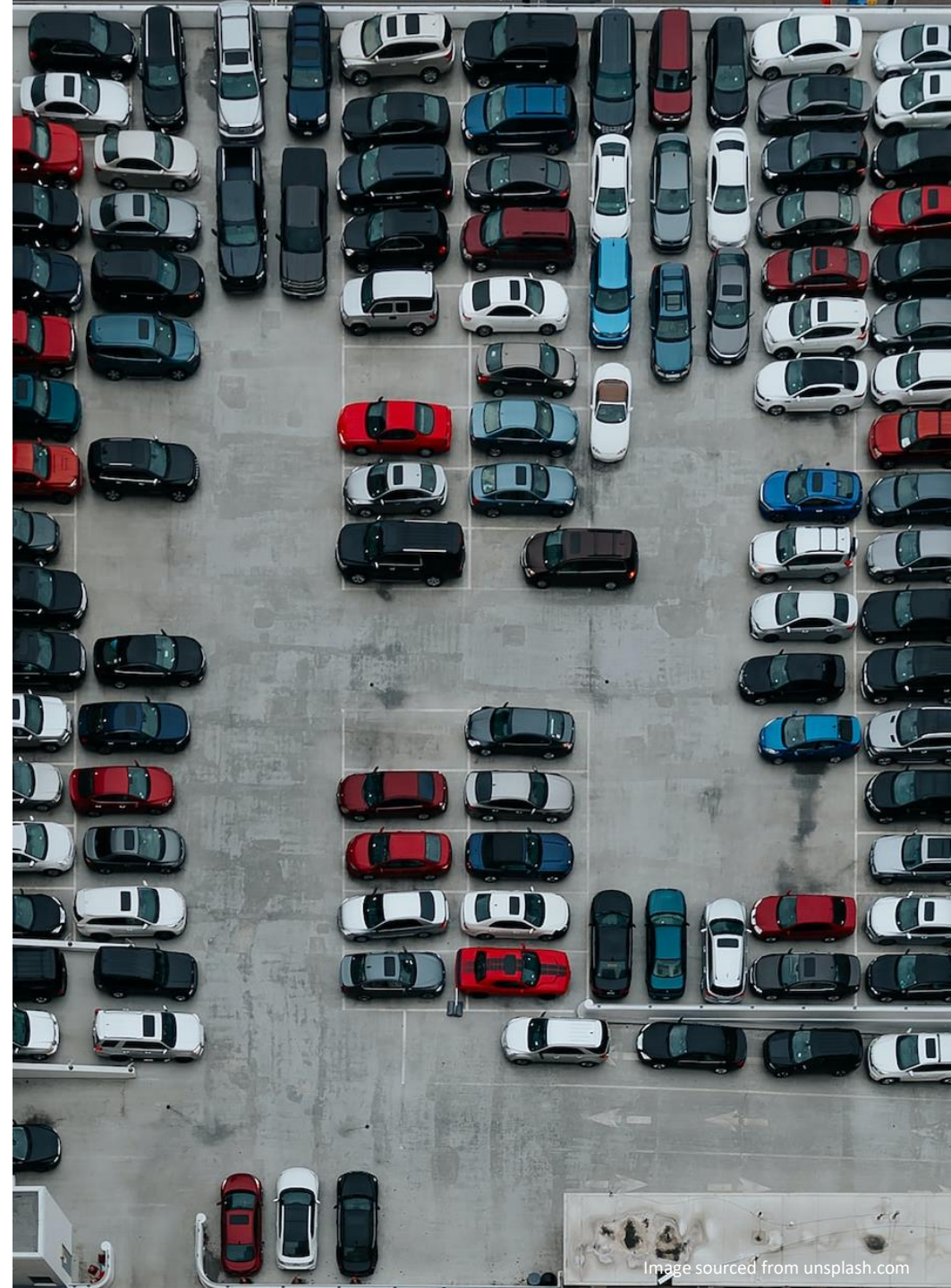


Image sourced from unsplash.com

Spokane currently

SMC 17C.230.200

- Parking based on vehicle parking
- No differentiation between long- and short-term
- Zoning based





Best Practices

- 🚲 Long-term vs short-term
- 🚲 Bicycle facilities
- 🚲 Requirements by land use type

- 🚲 Variation between cities
 - 🚲 Tacoma, WA
 - 🚲 New York, NY
 - 🚲 Davis, CA

Process

Council feedback

Establish an advisory group

Draft code language

Public engagement

Commission, Committee, & Council Feedback

Finalize

Thank you

For questions contact:

Tyler Kimbrell

Assistant Planner II

tkimbrell@spokanecity.org

Safe Streets and Roads for All

Vision Zero Draft Resolution and Next Steps

Plan Commission Transportation Subcommittee

12/5/22

S | S
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U.S. Department of Transportation

SS4A Program

- **Established in the Bipartisan Infrastructure Law**
- **Up to \$1 billion available in 2022**
- **Supports US DOT goal of zero deaths and serious injuries**
- **Action Plan Grants**
- **Implementation Grants – to build projects**

SS4A Program

- **Summer 2023 (could be earlier)**
- **SRTC submitted a regional Action Plan Grant – we are a partner**
- **Spokane could move forward to Implementation Grant with some prep work**
- **Min award \$5,000,000 with \$1,250,000 match.
\$50,000,000 per state.**

Spokane Action Plan Elements

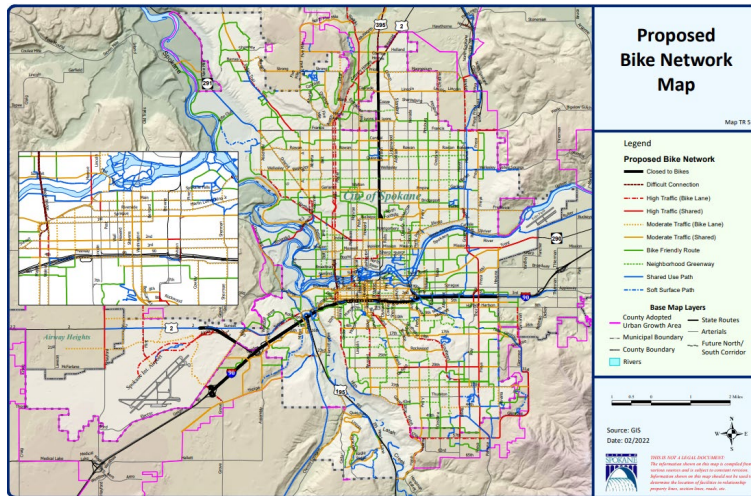

City of Spokane

Risk-Based Street Safety Assessment

Date: March 2022
Crash Data Time Period: 2016-2020

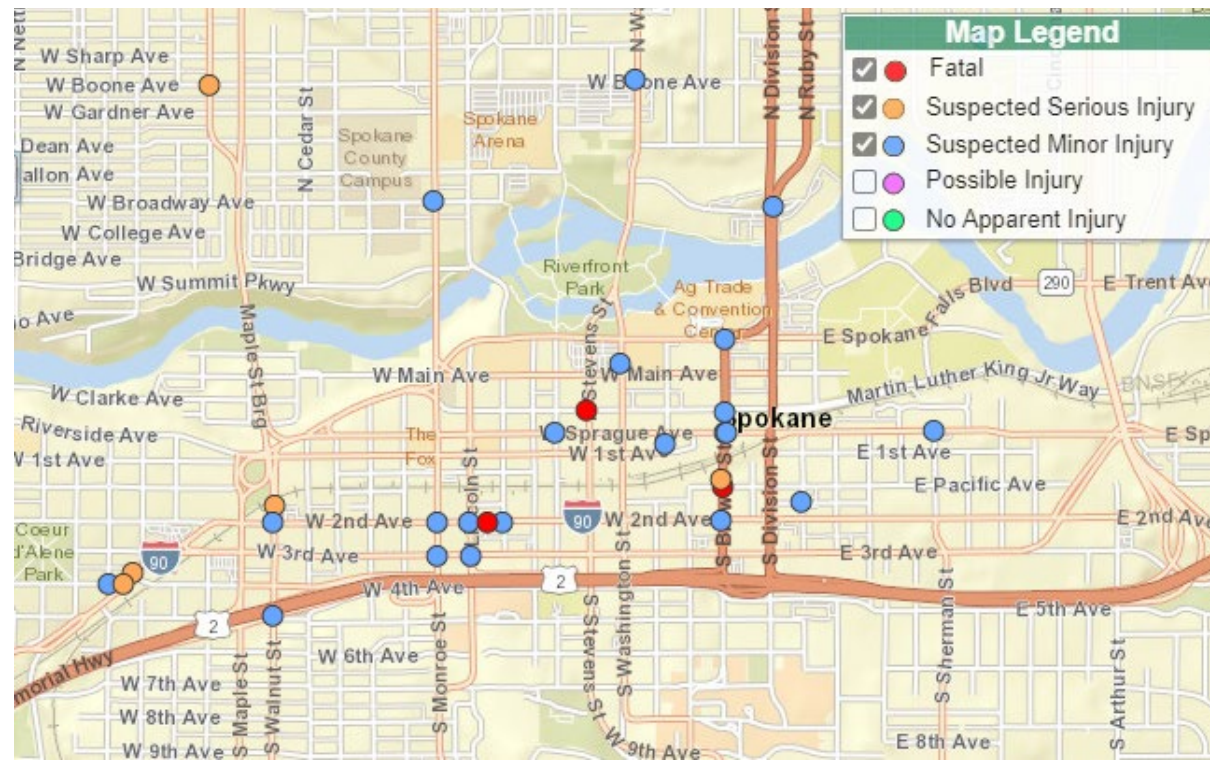
Developed using the FHWA Systemic Safety Project Selection Tool

Prepared by:
Integrated Capital Management



Spokane Action Plan Needs

- *Vision zero resolution from Council*
- *Map downtown and school collision patterns*
- *Select projects that address the collision patterns*



Vision Zero Resolution

- **Makes a public commitment to an eventual goal of zero roadway fatalities and serious injuries**
- **Includes a target date to reach zero, or interim targets to achieve significant declines**
- **Must be adopted prior to application**

Current Commitments – City of Spokane

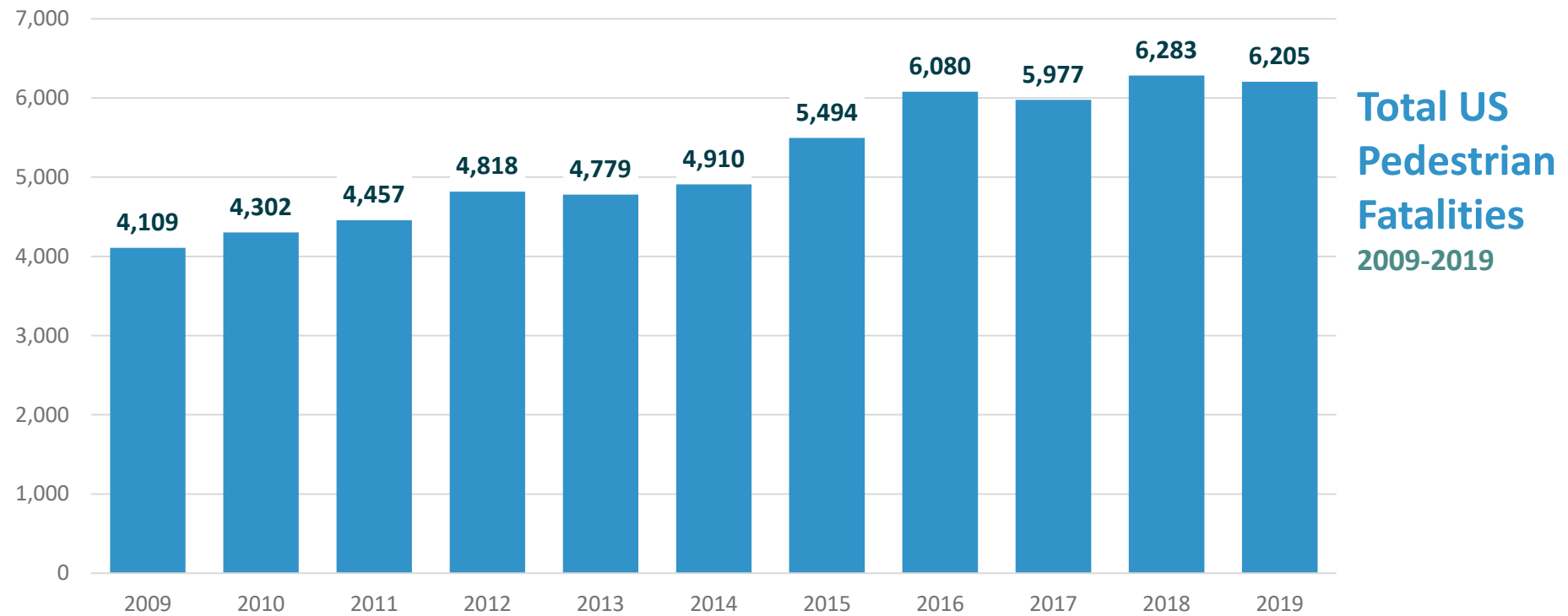
Comprehensive Plan Goal TR Goal F - Enhance Public Health & Safety:

“Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: **FHWA Towards Zero Deaths (TZD)**, the **FHWA Highway Safety Improvement Program (HSIP)**, and Washington State Department of Transportation’s **(WSDOT) Target Zero: Strategic Highway Safety Plan.**”

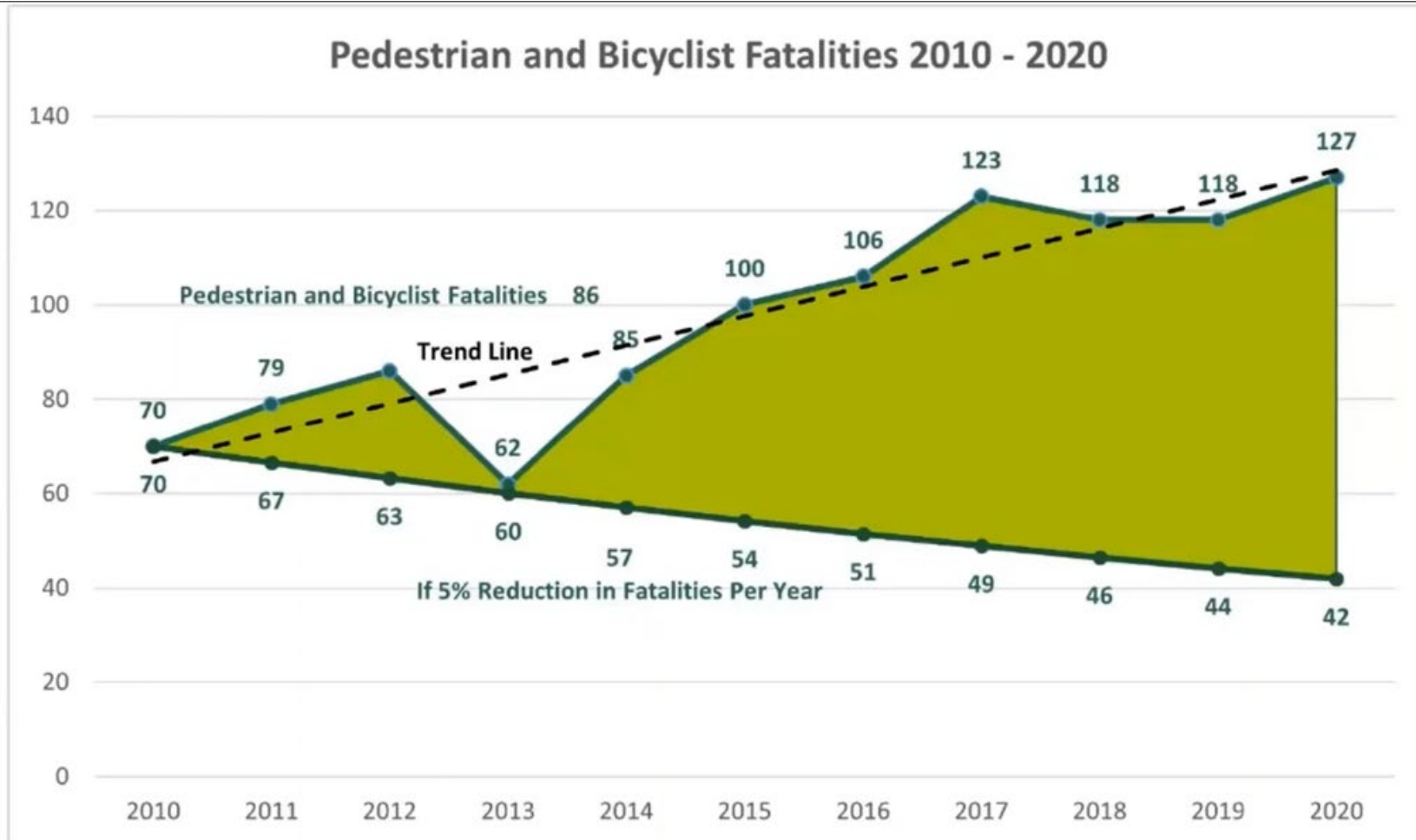
SMC 16A.84.020 Transportation Priority – Pedestrian Safety

- Recognizes that pedestrian safety and service is the City’s highest transportation priority, and
- Supports Washington State’s **Target Zero** goal of reducing all traffic fatalities and serious injuries to zero.

Vision Zero Background



Vision Zero Background



**Washington
Bicycle and
Pedestrian
Fatalities
20010-2020**

**Source:
WSDOT**

Successful Safe Systems Programs



Sweden

Vision Zero

60-70%

Reduction in fatalities
1994-2015

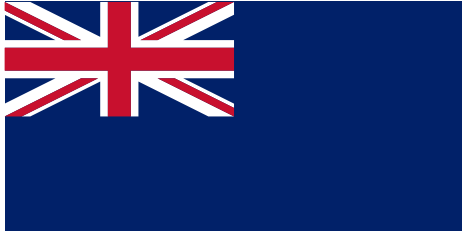


Netherlands

Sustainable Safety

50-60%

Reduction in fatalities
1994-2015

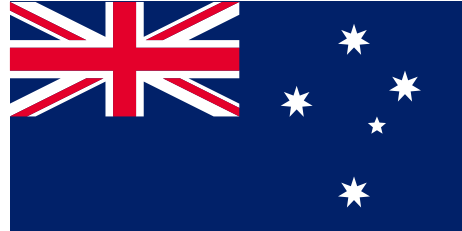


Australia

Safe System

50-60%

Reduction in fatalities
1994-2015



New Zealand

Safer Journeys

50-60%

Reduction in fatalities
1994-2015

Source: World Resources Institute

Vision Zero in the US



Vision Zero Network

Community	State	Community	State	Community	State
Alameda	California	Ft. Lauderdale	Florida	San Antonio	Texas
Albuquerque	New Mexico	Harrisburg	Pennsylvania	San Diego	California
Alexandria	Virginia	Hillsborough County	Florida	San Francisco	California
Anchorage	Alaska	Houston	Texas	San Jose	California
Atlanta	Georgia	Jersey City	New Jersey	San Luis Obispo	California
Austin	Texas	La Mesa	California	Santa Barbara	California
Bellevue	Washington	Laredo	Texas	Seattle	Washington
Berkeley	California	Los Angeles	California	Somerville	Massachusetts
Bethlehem	Pennsylvania	Macon	Georgia	Tampa	Florida
Boston	Massachusetts	Madison	Wisconsin	Tempe	Arizona
Boulder	Colorado	Minneapolis	Minnesota	Washington DC	
Cambridge	Massachusetts	Monterey	California	Watsonville	California
Charlotte	North Carolina	Montgomery County	Maryland	West Palm Beach	Florida
Chicago	Illinois	New York City	New York		
Columbia	Missouri	Oregon Metro	Oregon		
Denver	Colorado	Orlando	Florida		
Denver Region	Colorado	Philadelphia	Pennsylvania		
Durham	North Carolina	Portland	Oregon		
Eugene	Oregon	Richmond	Virginia		
Fremont	California	Sacramento	California		

Source: Vision Zero Network

Success with Safe Systems Approach



GETTING AROUND | JUNE 17, 2022

Hoboken Hasn't Had a Traffic Death in Four Years. What's It Doing Right?

By Christopher Robbins



Dutch Transformation – 70's to Present

A safe systems approach led this transformation



Dutch Transformation – 70's to Present



Dutch Transformation – 70's to Present



1970



2010

Vision Zero – Key Principles

- ***Traffic deaths and injuries are preventable***
- ***Humans make mistakes and are fragile***
- ***Success does not hinge on individual behavior, but on the design of a safe system.***



Safe road
users



Safe vehicles



Safe speeds



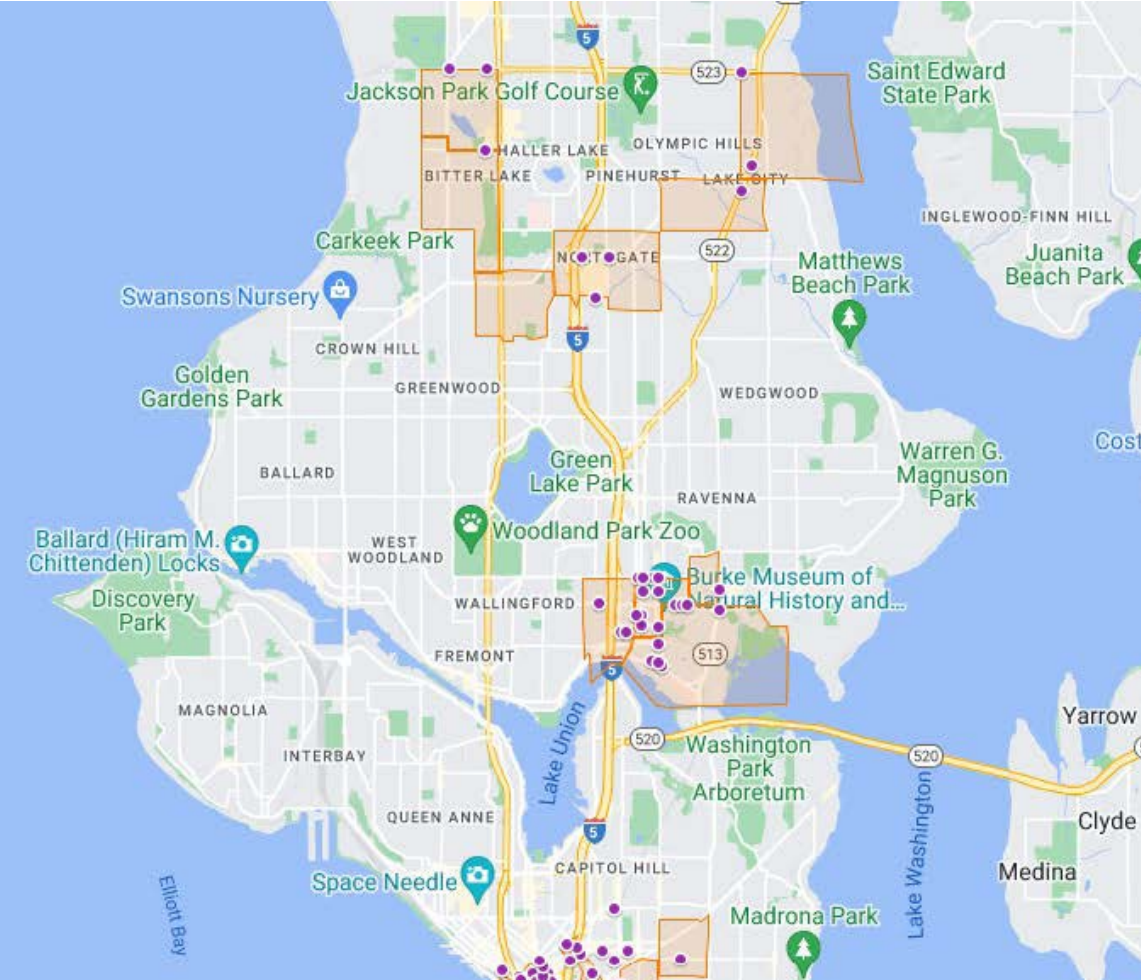
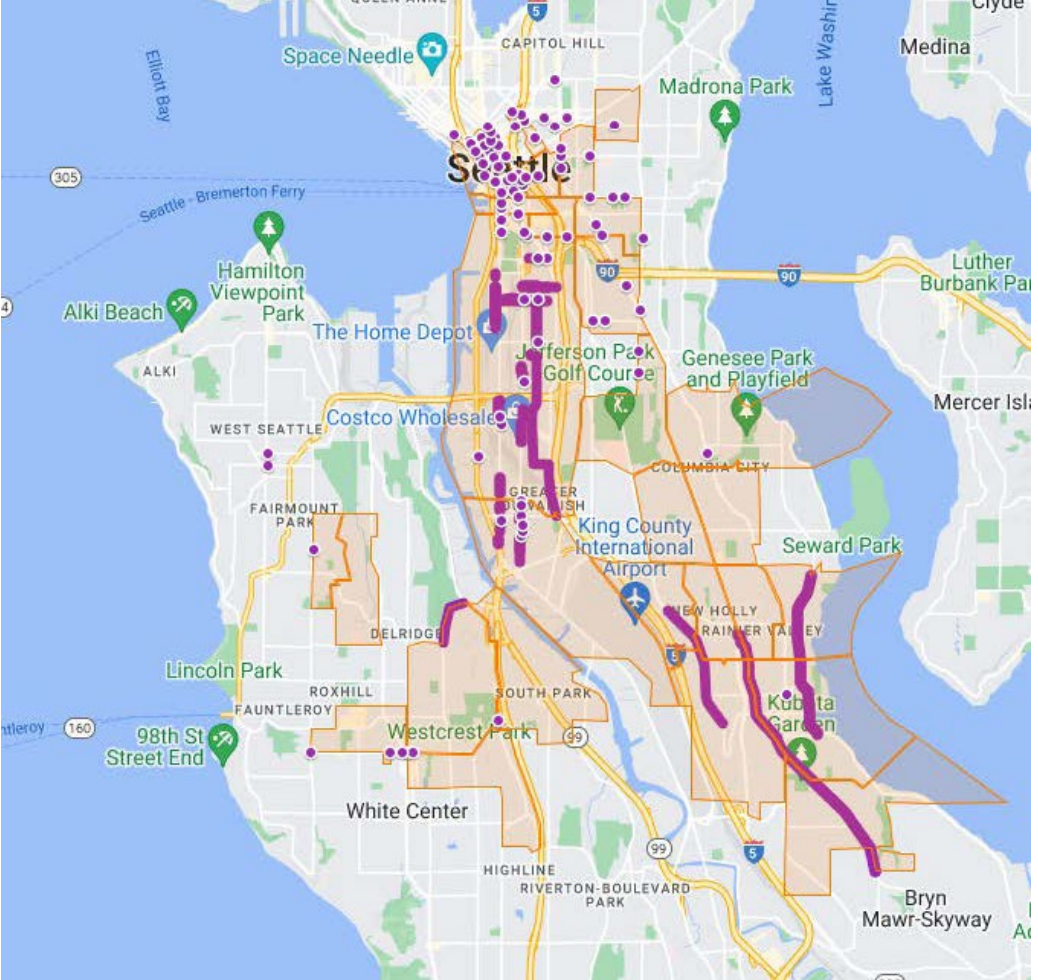
Safe roads

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		97%

Implementation Example – City of Seattle

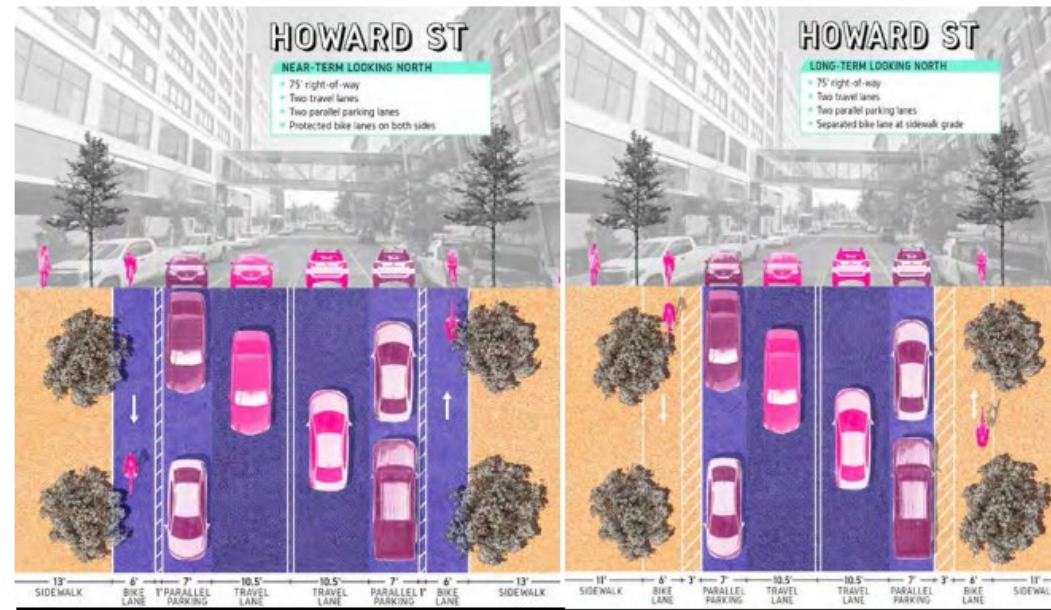


Projects under consideration

Howard Street Protected Bike Lanes/Streetscape

CW1.5 ACTION: Implement streetscape improvements in this Plan on the Howard Street Corridor, with elements of public art and wayfinding, in coordination with infill development.

The Howard Street corridor is featured prominently in the 2008 plan and provides a connection to and is partially aligned with the City Line. Howard Street is an important link between Downtown and the North Bank through Riverfront Park, where the Howard Street Promenade was improved as part of the park renovation. However, the portions of Howard Street in the core of Downtown south to Lewis & Clark High School, and on the North Bank near the Arena, have not fulfilled their potential as an active street with space for people. Future improvements of the Howard Street corridor should convert the existing bike lanes to protected bike lanes, which would cause removal of some on-street parking, but could increase area for bicyclists and pedestrians. Additional streetscape elements such as public art, wayfinding, lighting, furniture, landscaping, and space for Parklets and mobile food vendors would further improve the experience on the street.



Bike Lanes on Sprague and 1st Avenues

This street design concept integrates bicycle facilities in the existing curb-to-curb space on Sprague and 1st Avenues between Maple St and Bernard St and on Washington and Stevens Streets between I-90 and Riverside. The cross-section on the right shows a near term option for separate bike lane on all four roadways, and could be adapted for an additional travel lane along Washington and Stevens Streets instead of on-street parking along both sides of the street, pending additional traffic analysis.



FIGURE 10 Cross-section of potential near term corridor improvements for Sprague Ave (West of Lincoln), 1st Avenue, and Washington and Stevens Streets. The location of protected bike lane will be impacted by the transit stops.



FIGURE 11 Cross-section of the long-term vision for Sprague and 1st Avenues prioritizing active transportation and public space. The location of protected bike lane will be impacted by the transit stops.

This design concept shows a longer term vision for Sprague and 1st Avenues and shows how public spaces could be integrated with various facilities at specific points along the street, such as landscaping, bike parking, angled parking and a transit stop. These improvements could connect Spokane's concentration of theater venues and arts uses. These improvements can be accommodated with the same space as one of the existing travel lanes on Sprague and 1st, with small public spaces within the parking lane. Transit stations would need to be integrated with bike facilities running along the north side of Sprague, with specific design solutions for bus operations between Post St and Howard St.

Browne Street Streetscape

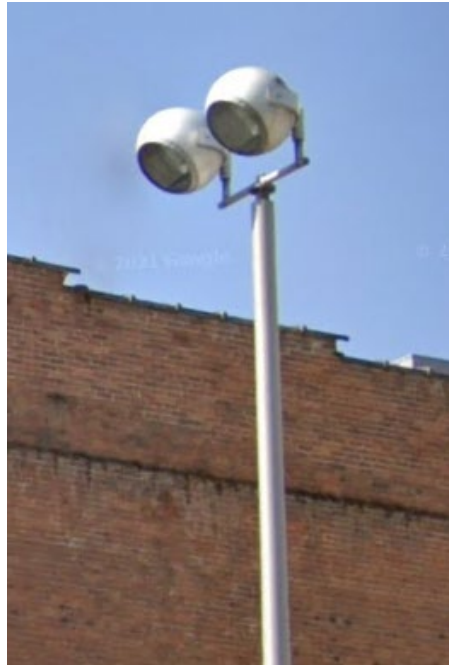
- **Add lighting, bumpouts, planters**
- **Similar to Division Gateway**



Downtown Lighting and Signals Update

CW1.10 ACTION: Improve the street lighting system Downtown, filling gaps and replacing aging fixtures with pedestrian-scale and roadway lighting that create a safer nighttime environment Downtown.

Downtown's aging system of streetlights has a variety of fixtures that create inconsistent lighting conditions with gaps, particularly in areas that are less pedestrian-oriented. The City should work to incrementally replace the aging "frog-eye" luminaires and poles from the 1970s, owned by the City, with fixtures that are more appropriate for an urban context and offer more uniform light levels along both the roadway and sidewalk. These and other elements should be pursued with a targeted capital improvement campaign that more aggressively implements the existing Downtown Lighting Plan. Pedestrian scale lighting is an important part of creating a nighttime environment that feels safe and has been integrated into new public spaces and streets but does not have a uniform application Downtown.



Other ideas Downtown

- **Bike lanes on Washington & Stevens**
- **Riverside bike lanes west of STA Plaza, including signal upgrades and tie across Monroe Street**
- **Upgrade Main Avenue buffered bike lane**
- **Ben Burr/SFB Trail crossing**
- **Upgrade Sherman Street bike route from Sprague to I-90**
- **Sprague and 1st near Maple Street Bridge**

Next Steps

- **Adoption of resolution, winter 2022**
- **Review and update of 2022 Local Road Safety Plan**
- **Preparation of 2023 Implementation Grant Application**

Discussion