



Master Bike Plan Update



City of Spokane

Spokane Developing Master Bike Plan

As gas prices, obesity rates, and carbon emissions increase, developing alternative transportation options to motor-vehicles is becoming more and more important. The bicycle is the most efficient transportation option, and Spokane has embarked on a planning effort to make the city more bicycle friendly. Everyday, citizens of Spokane ride their bicycles to school, work, the store, recreational routes and other destinations. To make their trip safe, efficient, and enjoyable, bicycle facilities in Spokane must be improved. The last significant changes to the bicycle map in the Comprehensive Plan were made over 20 years ago so, it is again time for Spokane to revisit the vision for cycling in the city.

Master Bike Plan will focus on the evaluating streets and other areas for the proper placement of bicycle facilities to encourage more bicycling throughout the City of Spokane.



Cycling along the Centennial Trail on a beautiful day.

Special points of interest:

- Learn about the different types of bicycle facilities and why they are important
- Check out the latest ideas for additions to the map
- Find out who is involved in the process and how you can get involved

Why create a Master Bike Plan?

- Update the Comprehensive Plan. In early 2007, the City Council amended the Comprehensive Plan to include language calling for a Master Bike Plan.
- Increase mode share and safety with quality facilities and programs
- Accommodate needs of all kinds of cyclists
- To make Spokane a great place to live and work
- To make Spokane a bicycle-friendly community

Why a bike-friendly community?

- Health and Physical Activity
- Improved Safety
- Reduced Traffic Congestion
- Affordable Mobility
- Improved Quality of Life
- Reduced Auto Dependency
- Conserve Fossil Fuels
- Increased Economic Vitality
- Connect the Community
- Improve the Environment
- Bikes are FUN!

Inside this issue:

What is a "Bicycle Facility"?	2
Why Bicycle Facilities?	2
About the "Additions" Map	2
Ideas for Additions to Bikeway Network Map	3
Contact Information	4
Who is Involved?	4
Public Participation	4

What is the Master Bike Plan?

The Master Bike Plan is a planning document that will be used to guide future improvements to Spokane's bicycle network. The

Two Phases of the Master Bike Plan

The Master Bike Plan will be completed in two phases. **Phase I** will focus on planning for future bicycle facilities in Spokane. It will also consist of a number of changes to the Comprehensive Plan including an updated bicycle network map, changes in terminology, policy updates, etc. This phase will include taking inventory of the current facilities and a review of necessary modifications.

Phase II will focus on the implementation of Phase I. The potential to implement the plan will depend on the ability to secure grant funding, prioritize the projects suggested in Phase I, and measure the benchmarks set. A good implementation plan will turn Phase I into reality and make Spokane a more bicycle friendly city.



A bike lane can encourage more people to use bicycles as a form of transportation.

What is a Bicycle Facility?

“Bicycle facilities” is a general term used to describe material improvements that assist cyclists. More specifically, a “bicycle facility” is any physical amenity provided for the exclusive or semi-exclusive use of bicycles.

What do bike facilities look like?

Bicycle facilities come in different shapes and sizes depending on the conditions found on each individual street. Bicycle lanes are one of the most common bicycle facilities used on arterials. A bike lane is a separated piece of pavement designated by striping and signing to

give bicycles their own lane.

Besides bike lanes, what other types of facilities exist?

In addition to bicycle lanes, some bicycle routes are identified by a number of signs that direct cyclists and alert motor-vehicle drivers. This type of facility may be useful in situations where space is limited and reserving a separated lane for cyclists is not feasible.

What are other cities doing?

Although signed routes and bicycle lane routes are some of the most common types of bicycle facilities, other innovative facilities can be found in other

cities across the country. These facilities include on-street markings that encourage cyclists and motorists to share the lane.

Some types of signs alert cyclists and motorists when they need to merge. Devices that allow bicycles to activate traffic-lights are another type of facility that encourage cyclists to follow the rules of the road.

Finally, bicycle parking is one of the most important facilities. Without safe and secure parking, cyclists may be discouraged from using the bicycle as a form of transportation.

“A bicycle facility is any physical amenity provided for the exclusive or semi-exclusive use of bicycles.”

Why Do We Need Bicycle Facilities?

With the exception of a few high volume streets and freeways, bicycles can legally be ridden anywhere on the streets of Spokane. In many cases, unmarked residential streets adequately serve cyclists as they move within their neighborhoods. However, finding safe, direct, and efficient bicycle routes between major destinations is much more challenging.

Many cyclists prefer riding on

arterials for the same reasons as motor-vehicle drivers. Arterials come in all shapes and sizes and sometimes conflicts between cyclists and motorists arise. Although some arterials are wide enough to accommodate both bicycles and motor-vehicles safely, bicycle facilities (like bike lanes) are sometimes placed on arterials to minimize conflicts between these two modes of transportation.

What is the purpose of a bicycle facility?

1. Allow motor-traffic to continue unimpeded when vehicle speeds are higher
2. Raise awareness that cyclists share the same roads as motorized vehicles
3. Provide a sense of security for cyclists, often increasing the number of riders

Ideas for Additions/Improvements to Bikeway Network Map

Page three of this newsletter contains a draft map that will be used for discussion to generate new ideas about how to best serve Spokane’s bikeway network. This map represents ideas for key routes that will enhance connectivity between existing facilities and planned routes.

One of the initial goals is to

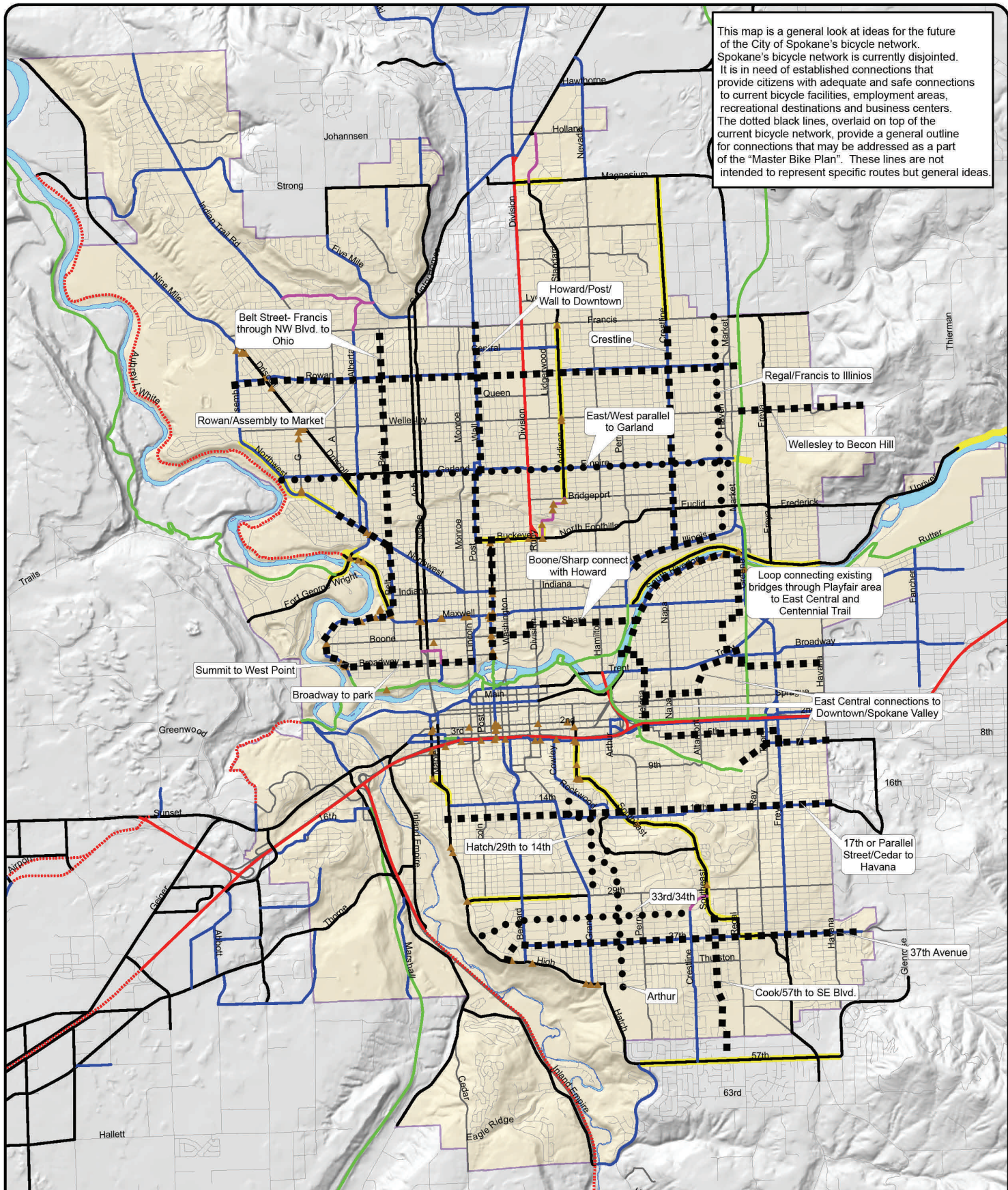
create a grid of bicycle facilities no more than one mile apart. In theory, a cyclist in the city would never be more than half a mile from a designated bicycle facility and could use residential streets to access those routes. Although this map does not represent all of the projects suggested or considered, it does provide a good overview

for the potential general grid setup of the bikeway network. The black dotted lines are routes that are being examined for potential upgrades, improvements or additions. The type of facility that could be built would depend on conditions, funding, and public desire.



Wearing a bicycle helmet is the best. It is the law too.

This map is a general look at ideas for the future of the City of Spokane's bicycle network. Spokane's bicycle network is currently disjointed. It is in need of established connections that provide citizens with adequate and safe connections to current bicycle facilities, employment areas, recreational destinations and business centers. The dotted black lines, overlaid on top of the current bicycle network, provide a general outline for connections that may be addressed as a part of the "Master Bike Plan". These lines are not intended to represent specific routes but general ideas.



Ideas For Additions to Bikeway Network

DRAFT

Date: 3/28/2007 User: Planning

Legend

- Current Painted Bike Lane
- Bicycle Prohibited
- Bicycle Lane
- Shared Use Pathway
- Shared Use Lane
- Paved Shoulder
- Residential Bikeway
- Shared Use Lane
- Roads
- Bike Boulevard Route Idea
- ■ ■ Bike Facility Idea
- ▲ Bike Signs
- Water Bodies

0 0.5 1 1.5 Miles

CITY OF SPOKANE

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.

City of Spokane

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**"We work with the community to achieve
its desired future"**

We're on the Web!

<http://www.spokanepanning.org>

Who is involved in this process?

City Planning Services Department staff is working in partnership with staff from various city departments (Transportation, Capital Programs, Parks, Police and Neighborhood Services) and a work group with representatives from organizations such as:

- Spokane Bicycle Advisory Board
- Spokane Regional Health District
- Bicycle Alliance of Washington
- National Parks Service
- Spokane Regional Transportation Council
- Pedestrian, Traffic and Transportation Committee of the Community Assembly
- Avista Corporation
- City of Spokane Valley and Spokane County

Take the Survey!

Tell us what you think! Where do you want to see improvements? Why do you ride? Let us know. Take a few minutes and help us make the Master Bike Plan a success!

http://spokanepanning.org/master_bike_plan.htm

Public Participation in the Master Bike Plan

Without the public input on preferred facilities, the bicycle plan will not be as effective. The planners, police, transportation engineers, regional transportation advisors, members of the Bicycle Advisory Board, and others who have been working hard on the early stages of this plan need input from the public to make it relevant and comprehensive.

Cyclist's preferences for facilities may vary widely depending on such factors as experience and age. In addition, the type of streets available to ride on is virtually endless. This makes the designation for bicycle use of one street over another difficult. It is up to the public to provide ideas as to where they

would like to see improvements. As the map on page 3 shows, the general ideas for a bicycle network in Spokane will eventually require specific projects that connect facilities and enhance safety and efficiency.

There will be a number of opportunities for public input. Interested citizens should look for announcements on our website about upcoming events, open houses and other opportunities.

We appreciate your interest in the Master Bike Plan and hope that you can help make cycling in Spokane a viable transportation option. If you have any questions, please contact Ken Pelton or Joel Soden at the contact information listed above.



Cyclists enjoying the new bicycle lane on Southeast Boulevard in Spokane.