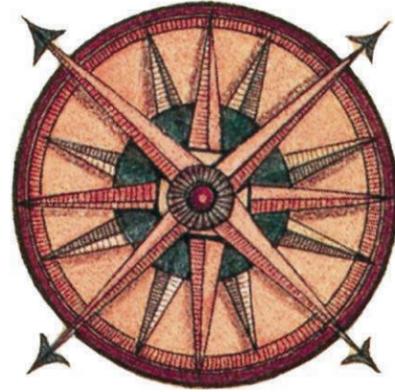


Master Bike Plan Update



City of Spokane



Spokane Entering Final Stages of Master Bike Plan

Over the course of the last year, Spokane's Planning Services Department has been working hard on an update to the City's Comprehensive Plan that will significantly improve goals, policies and actions related to cycling.



The Master Bike Plan Open Houses held in April were a huge success and hundreds of people provided input to the plan. The most common topic raised by citizens was Spokane's disjointed bicycle network. The Master Bike Plan Work Group took those observations, analyzed the bicycle network and strived to overcome barriers and disruptions that can make cycling unappealing to some. In addition to identifying key connections, the work group also laid out a series of goals, policies and actions that outline specific measures to enhance Spokane's transportation system.

Recently, the League of American Bicyclists identified Washington State as the #1 bicycle-friendly state in the United States. Other communities in the state have worked hard to make cycling a viable form of transportation. Now it is Spokane's turn. With the adoption of the Master Bike Plan, Spokane will be well on its way toward helping Washington State retain the #1 position for years to come.



Spokane's runner statues choose a different mode of transport during Bike to Work Week.



The Spokane Police Department is excited about the Master Bike Plan.

The current draft of the Master Bike Plan is the result of the hard work of citizens, Spokane City staff, advocacy groups, regional, state and federal governmental agencies and others. As the plan nears completion, it is continually being fine-tuned. However, there is still plenty of opportunity for public review and chances for suggestions to be considered. Check the back of this newsletter to find out how your suggestions can be considered.

Why Change the Comprehensive Plan?

There will be three major changes to the Comprehensive Plan:

1. The current policies will be modified.
2. The Master Bike Plan will be added to the Chapter 4 Transportation.
3. The Regional Bikeway Network Map will be changed.

First, the current policies are edited to ensure that the language of the Comprehensive Plan is consistent with the other goals and policies of the City.

Notable changes to the plan include revisions to the bicycle facilities definitions. The language in Spokane's Comprehensive Plan will now reflect similar language used by the Washington State Department of Transportation. The revisions also include descriptions of new facilities that have

been used in other cities and are planned for use in Spokane.

Possibly the most significant addition to the plan is the language that clearly establishes cycling as a viable transportation option. Clearly defining the fact that Spokane strongly supports bicycling within the Comprehensive Plan is an important first step to establishing a better cycling community.

Second, the Master Bike Plan is added as section 4.9 of Chapter 4 Transportation in Spokane's Comprehensive Plan. While many of the policy ideas are new to Spokane, there are currently several bicycle related policies within the Comprehensive Plan. The changes proposed to these policies reflect the results from the most recent bike planning process. They also ensure that language throughout the Comprehensive Plan is consistent and relevant.

Finally, the map that designates future bicycle facilities will be updated.

Although some cities choose to keep their bike plans separate from their comprehensive plan, the work group concluded that the Master Bike Plan would be most effective in Chapter 4 Transportation.

Used by citizens and city employees alike, the Comprehensive Plan is the definitive document for development goals and policies in Spokane. By placing the Master Bike Plan in the Comprehensive Plan, we are ensuring that the plan will be referenced with all other transportation related issues.

The Master Bike Plan is intended to be revisited and updated on a regular basis. This will ensure that the plan will incorporate the most current bicycle facilities and meet Spokane's vision for cycling city-wide.

City of Spokane

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



We're on the Web!

www.spokaneplanning.org/master_bike_plan.htm

Spokane's New Bicycle/Pedestrian Coordinator

The announcement that the City of Spokane will soon hire a Bicycle/Pedestrian Coordinator has brought excitement throughout the city. By creating this position, the City of Spokane takes another step toward improving non-motorized transportation.

The timing couldn't be better. The actions included in the Master Bike Plan identify important tasks for the Bicycle/Pedestrian Coordinator to tackle once the position is filled.

The new coordinator will advocate for bike/ped mobility and safety. They will review transportation construction projects to ensure that they comply with the Spokane's

Comprehensive Plan as well.

In addition to those duties, the coordinator will work to distribute educational information to the public. As more and more people begin cycling, education becomes extremely important. This person will be able to work with those safety advocates across the city who are already working to educate cyclists.

This is an exciting time for Spokane. As bicycle ridership increases, more facilities are installed, people become more educated about rules and safety procedures, riding a bicycle in Spokane will only become easier.

Recent Progress with Bike Lanes

While much work remains to be done in Spokane, there have been some significant accomplishments over the past couple of years. The addition of 2 1/2 miles of bike lanes on South-east Boulevard in 2007 was viewed by cyclists as a considerable improvement for Spokane.

Just recently, Driscoll Boulevard

was striped with nearly 2 miles of new bike lanes. This north side connection between Assembly and Alberta serves as the beginning of a bike route that will eventually connect Downtown Spokane with Nine Mile Road.

Although these successes may be viewed as long-overdue facility improvements, they are

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), citizens 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
- Spokane Transit Authority



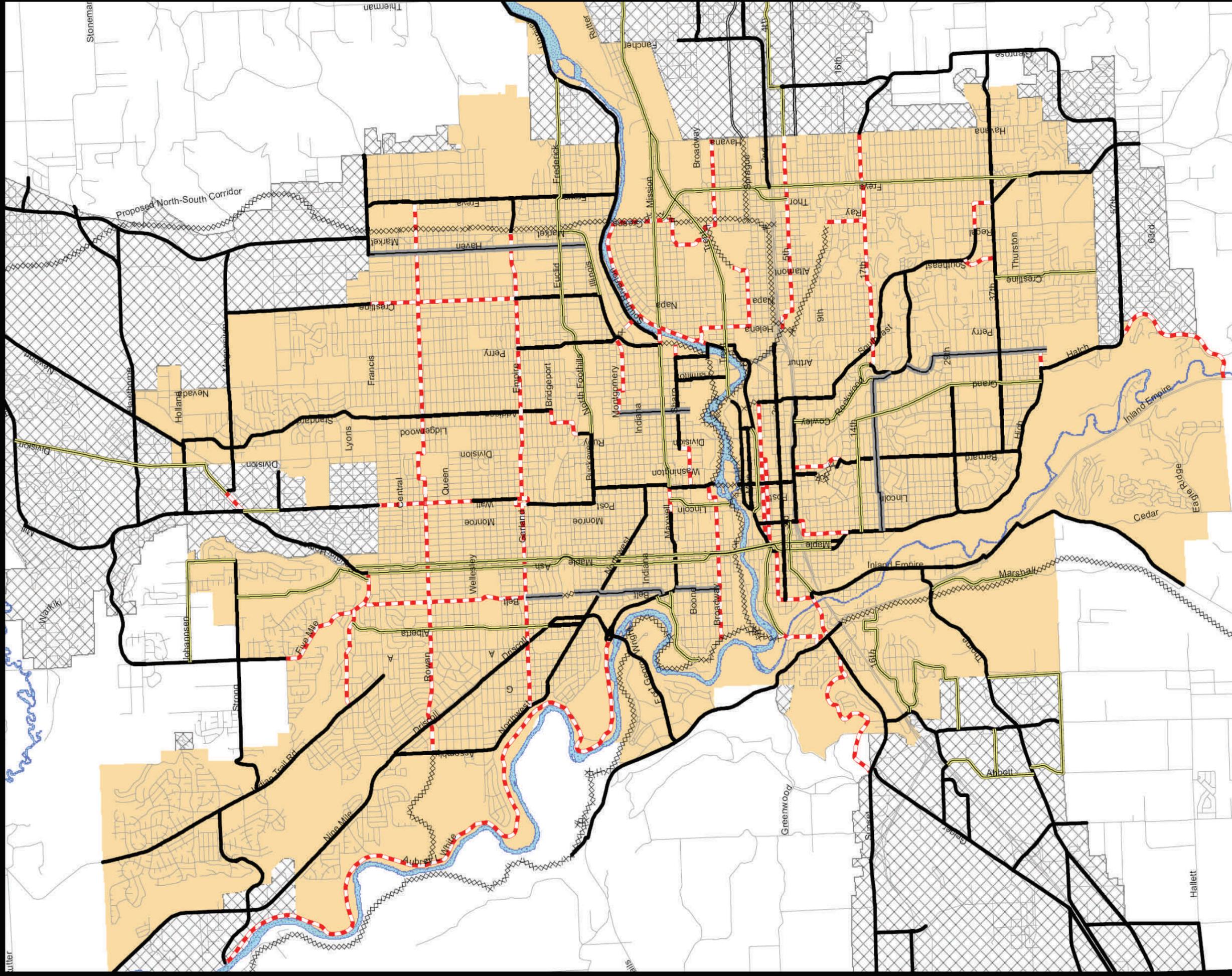
Riders across the Monroe Street Bridge during SpokeFest 2008. (RICH LANDERS/ The Spokesman-Review)

substantial advancements in Spokane. Every new bike facility is an important step towards connecting the network and making cycling a viable form of transportation in Spokane.

As the cycling community continues to grow and citizens learn about the benefits of non-motorized transportation, more lanes will be added.

This is an exciting time in Spokane for the Master Bike Plan to be adopted.





**Bikeway Network
Facility Type**

DRAFT

DATE: 10/21/08 USER: Planning

Legend

	Stream or River		Bike Designation
	City of Spokane		Bicycle Boulevard
	Urban Growth Area		Bike Lane
			Shared Roadway
			Shared Use or Multiuse Path
			Marked/Shared Roadway

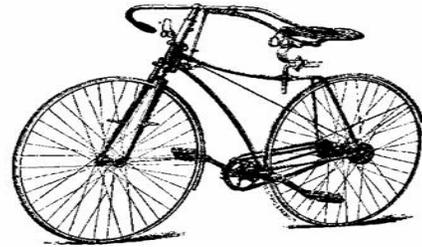
Geographic Information System

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.

Master Bike Plan Map Insert



Bike Spokane



Bicycle Facility Descriptions

Bicycle Boulevard: A number of tools can help to transform a roadway into a bicycle boulevard. Bicycle boulevards are designed for the safe and efficient movement of bicycles. Traffic engineers may use signs, on-street markings or traffic calming devices to create a roadway that prioritizes bicycle traffic. The design of the bicycle boulevard is flexible and will be tailored to meet the specific needs of the roadway. Below is an example of a possible bicycle boulevard treatment.



Bike Lane: A bike lane is identified by on-street striping. Typically a bike lane is 5 feet wide. However, bike lanes can be 4 feet wide if there is no on-street parking to the right of the bike lane. An on-street marking of a bicyclist and/or street signs identifying the bike lane may accompany

the striping. The actual design will depend on the roadway width and traffic conditions.



Shared Use or Multiuse Path: A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of 10 feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path.



Marked/Shared Roadway: A Marked/Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. A Marked/Shared Roadway may use on-street markings or signs to alert motorists and cyclists to the designation. Sharrows (on-street marking pictured here) are used



to remind all roadway users to share the road while directing cyclists out of the "door zone." On roads with steep terrain, a "climbing lane" should be used on the uphill side of the roadway and sharrows should be used to guide cyclists in the downhill lane.

Shared Roadway: A shared roadway requires no on-street markings or signs. This designation is reserved for streets where a wide shoulder or wide lane increases safety and comfort for cyclists and motorists.



Explanation of the Maps

Bikeway Network Facility Map: This map will replace the current bikeway network map in Chapter 4 of Spokane's Comprehensive Plan. This map shows how the bicycle network should look after 20 years. The goal of the workgroup was to plan for a bicycle designated roadway within 1/4 mile of all people within the City of Spokane. While the network will provide primary routes for bicycling, by law, bicyclists are permitted to use *all* roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to access all parts of the city and other parts of the transportation system.

Bikeway Network Opportunities Map: The series of maps on the back page of this insert show the general progression and installation of bicycle facilities. In addition to identifying what type of bicycle facility should be installed on each roadway, the Master Bike Plan Work Group analyzed potential opportunities for easy implementation. Short-term opportunities may be coupled with bond improvement projects or may be a critical connection for the network. Mid-term opportunities build on the short-term projects and continue to connect existing facilities. Long-term opportunities are projects that are more difficult to complete. They may require more money or hinge on future projects.

Bicycle Facility Network Development Spokane's Master Bike Plan

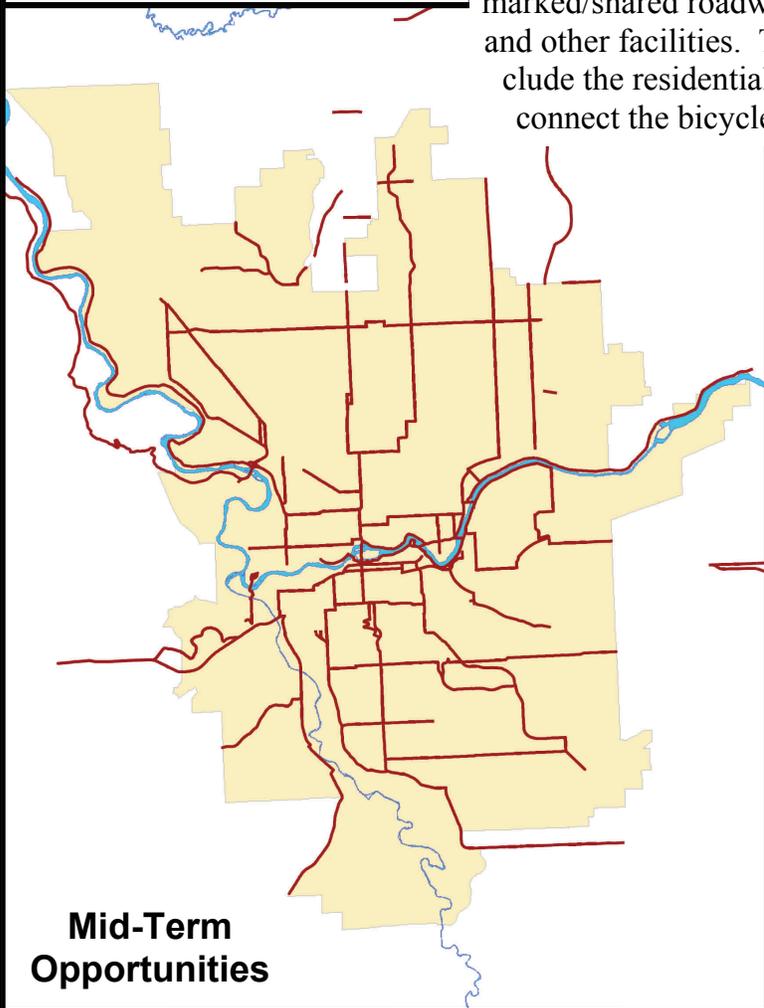


**Existing
Network**

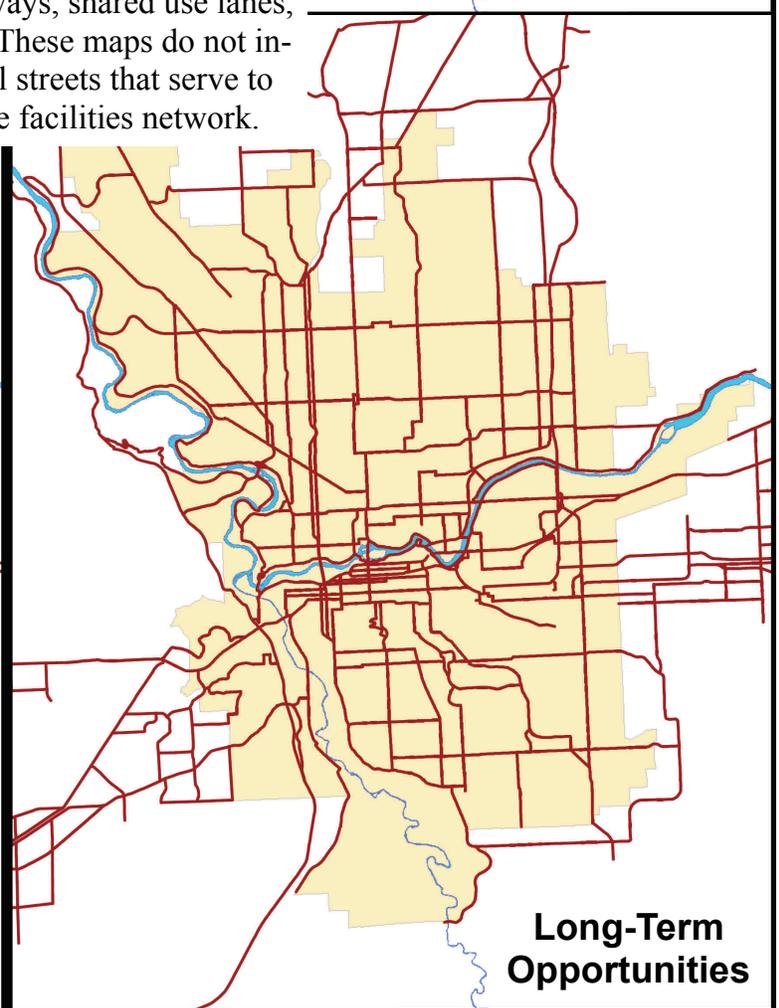


**Short-Term
Opportunities**

The Bicycle Facilities Network, identified here by black lines, includes bike lanes, multi-use trails, bicycle boulevards, marked/shared roadways, shared use lanes, and other facilities. These maps do not include the residential streets that serve to connect the bicycle facilities network.



**Mid-Term
Opportunities**



**Long-Term
Opportunities**